TRP
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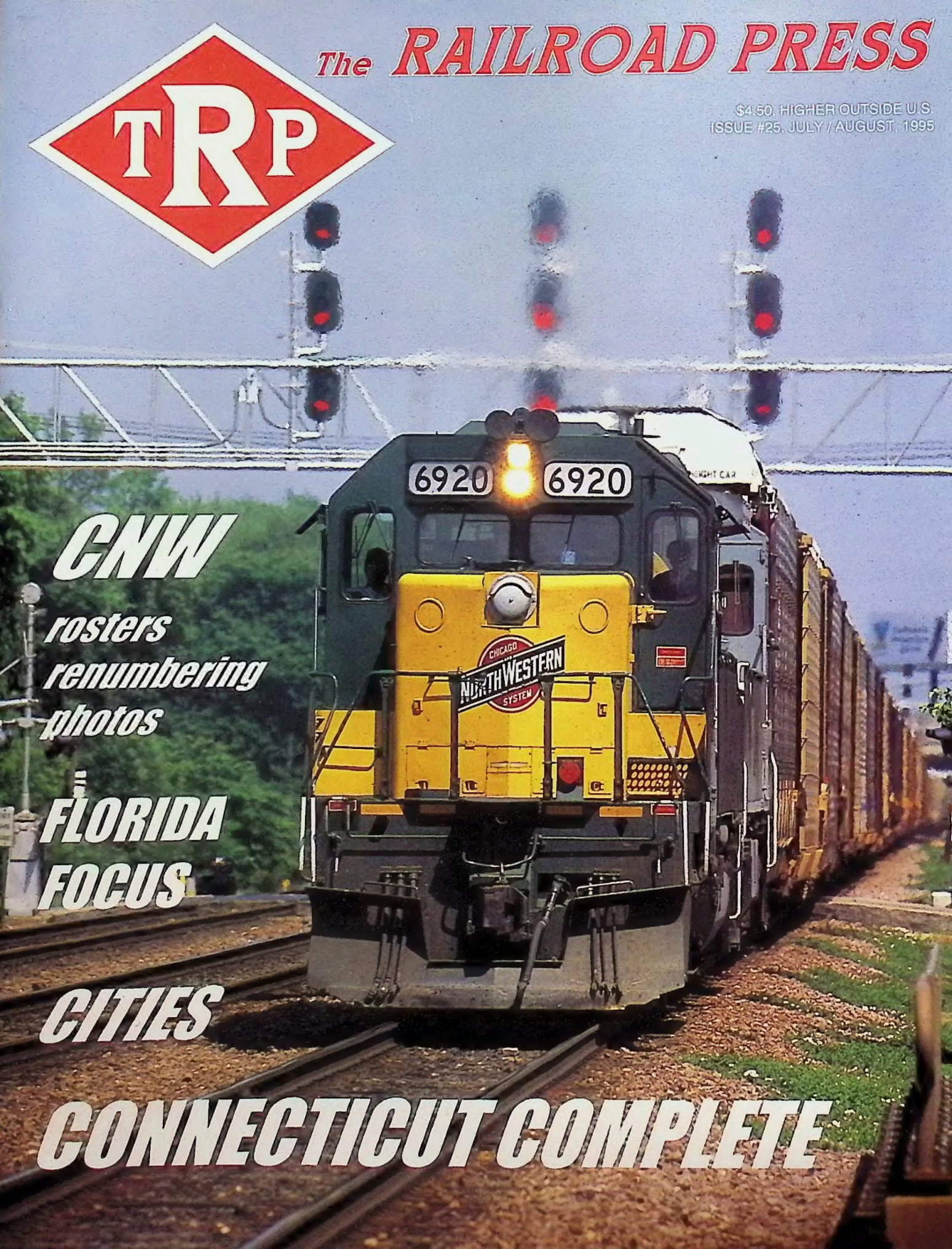

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FLORIDA FOCUS

CITIES

CONNECTICUT COMPLETE

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***FRONT COVER:** CNW 6920 West roars under the signal bridge with tri-levels on the head end. The location is CNW's triple-track mainline west of Chicago at Elmhurst, Illinois, on June 7, 1995. Fujichrome by Howard Ande.*

***INSIDE FRONT COVER:** "Just one more thin mint!" MBTA F-Unit seems a little bloated on Christmas Eve, 1983. This photo, by I.R. Clark of West Newberry, Vermont, has captured first prize in our latest contest, featuring wide-angle and telephoto shots.*

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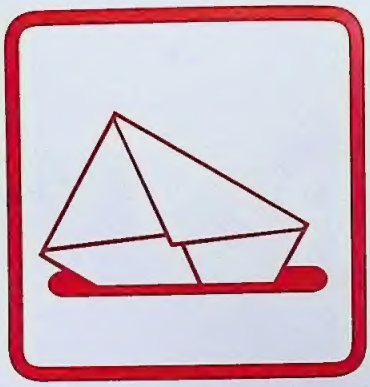
Write-of-way



TRP encourages readers to write with their comments, suggestions, tips and corrections for our new "Write-of-way" column. All correspondence addressed to the editor will be considered for "Write-of-way," unless otherwise specified. Letters may be edited for length and content. We are also accepting your photo-related ideas for The Railfan Photographer column. Please address all mail to:
Editor, TRP
1150 Carlisle Street, Suite 444
Hanover, PA 17331

I've been enjoying my May/June copy of TRP, and thought I'd pass along a few comments.

I'm sure I won't be the first or the last offering to correct the caption of the photograph on page 27. Harper's Ferry is not in Virginia, but West Virginia. To reach Virginia from the spot shown in the photo, one would first cross the Potomac River and then turn left to cross the Shenandoah. Incidentally, the track seen at the far right is the original B&O main, heading west to Martinsburg and Cumberland.

I especially appreciated the 1953 Heritage Series photo of B.E.D.T. 0-6-0 #16 taken by Walter Olevsky. Late in 1994 I spent an afternoon prowling around the N.Y. Cross Harbor's Bush Terminal Yard. To my joy and amazement, I spotted old #16 resting comfortably in the engine house. I guess she was part of the Cross Harbor's waterfront legacy.

I'm very happy to see that TRP is now bi-monthly.

Joe Greenstein
Brooklyn, New York

How absolutely wonderful were the photos and profile of John F. Born. His pictures evoked a wonderful "story"--history brought to life. And how delightful to read his comments on what these pictures mean to him. Substituting catenary poles and wires for forests, multi-track main lines for the flow of rivers, etc. etc.

Mr. Born may not have "set out to match photos with the photographers of those far-famed locales" but, from my perspective, the results show otherwise.

T. L. Noel
Chepachet, Rhode Island

I hope to get my darkroom cranked up again soon after a couple of idle years, and it's good to see Greg Monroe's darkroom columns, not only for me, but as an encouragement to others to shoot black and white.

I guess I still prefer TRP's old name, just because it left no doubt about the focus, so to speak, of the magazine, but so long as you keep doing what you're doing, you'll have a loyal reader.

Allan M. Crossley
Niantic, Connecticut

I have enjoyed reading Greg Monroe's column, "Railfan Darkroom" in the March/April, 1995 issue of TRP. I noted his comment on getting the most from your chemicals. In particular, he mentioned how to use the fixer to its maximum potential.

I, too, have had problems in knowing when to dispose of my fixer, and our local camera store recommended a bottle of Edwal's Hypo-Chek. When you put a drop in the fixer, it will form a cloudy film when the fixer is exhausted. It is a simple, easy way to use the fixer to its maximum potential.

Thornton Waite
Idaho Falls, Idaho

A comment on issue #22 page 42 concerning cleaning negatives. I have used two different chemicals for years to clean negs and to treat scratches in negatives.

Anti-Stat Scratch is manufactured in 4fl. oz. bottles by Edwal Scientific Products, 12120 S. Peoria Street, Chicago, Il 60643.

Edwal No Scratch is manufactured in 1fl. oz. bottles by the same company. This comes with a small brush attached to the cap that you apply to the scratch area on the film and it fills in the scratch in most cases so it will be easier to print the neg.

News - Copper Basin (in Arizona) [TRP #23, pages 18-19] is acquiring some more second hand power - this time from VMV in Kentucky, the 503 is ex-CSX 4292 nee C&O 3912. The 504 background is not yet known - both were at VMV 6/12/95.

Ken Ardinger
Port Orchard, Washington

Correction: The photo of the CSS&SB line car in issue #24 was incorrectly attributed to J.C. Musser. The actual photographer is Jay Leinbach.

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The Railroad Press

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FOUNDER & MANAGING EDITOR - Gregory Monroe
EDITOR - Jaime F. M. Serensits
CONTRIBUTING EDITOR - Kel Aiken

Summertime is here and many of us are hitting the road in search of trains far beyond our homes. A weekend at Tehachapi? A pilgrimage to Horseshoe Curve? A week in Chicago? These long summer days allow us to really maximize our hours trackside, especially with that 50mm f/1.7 lens eking out the finals rays of the day! Did you ever consider why we spend so much money and time to travel so far to see the same trains in different dress? I'm sure some do it for the companionship. Hitting the road with the gang gives everyone a chance to pitch in and contribute in their own way, creating a different experience every time. What's the fun of making a wrong turn while chasing an exotic lash-up, and not having three guys beating you mercilessly over the head with their tripods and cussing up a storm??? That's what true friendships are made of! Of course, there also the arguments, like whether you are going to chase the SD45's west out of town, or the GP30's south! But at the end of each day, there's always supper, which tastes as good as steak and lobster, but probably isn't. After the trip is over, there is the endless recapping of the trip's events, some of which have already received their first bit of fine tuning for the folks back home. The slide shows and stories go on all year long until it's time to pack up again for another trip.

Sometimes, we go to get away from it all. Maybe we're heading across the country to watch the land unfold before our eyes as they head east or west or north or south across the continent. The New Jersey resident first encounters the rolling farmland and low mountains of Pennsylvania before beginning the long journey across our nation's breadbasket. Long stretches of wheat on flat plains and rolling hills of corn stretch for hundreds of miles before encountering the foothills of the Rocky Mountains. His memories of the Delaware River must make it seem like a great rushing torrent compared to trickle known as the Platte River in these parts. Grand Island isn't very grand, and it certainly isn't an island! However, when crossing Nebraska, the endless flow of coal pouring from the Powder must be a comforting sight! Across the Rockies...maybe to California, maybe to the Southwest or Pacific Northwest. Looking for railroading past and present. Old roadbeds lie along the Interstates, a grim reminder of our age of mergers, consolidations and abandonments. Coming home, long-abandoned stretches of railroad appear here and there, and the reality that the Rock is dead is ever so apparent when driving across the panhandle of Texas.

Yes, we all have our reasons for seeing the world in search of railroads past and present, but it is our common interest that allows all of us to get along and share our passion for railroading.

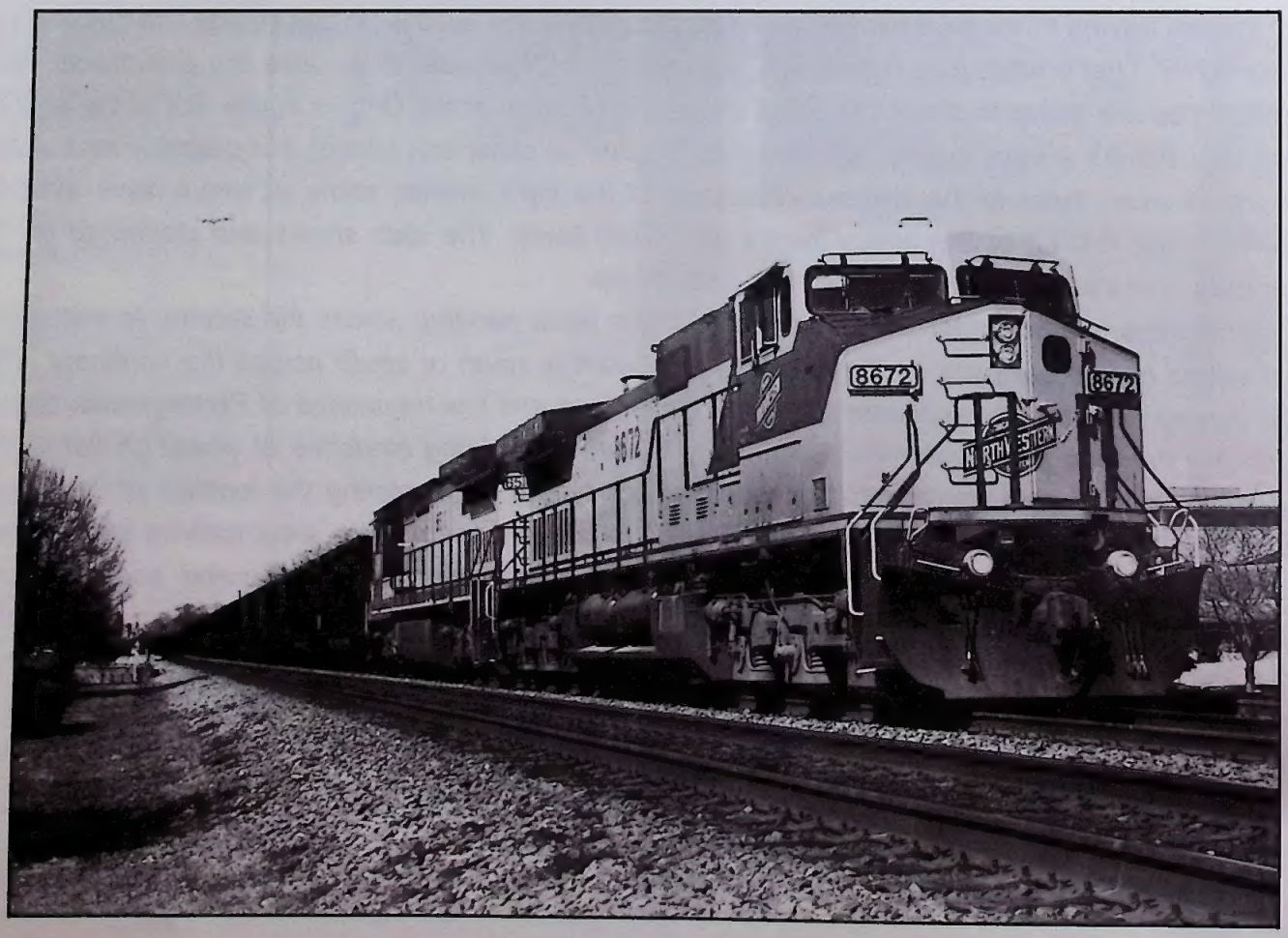
Jaime F.M. Serensits

CNW SALUTE

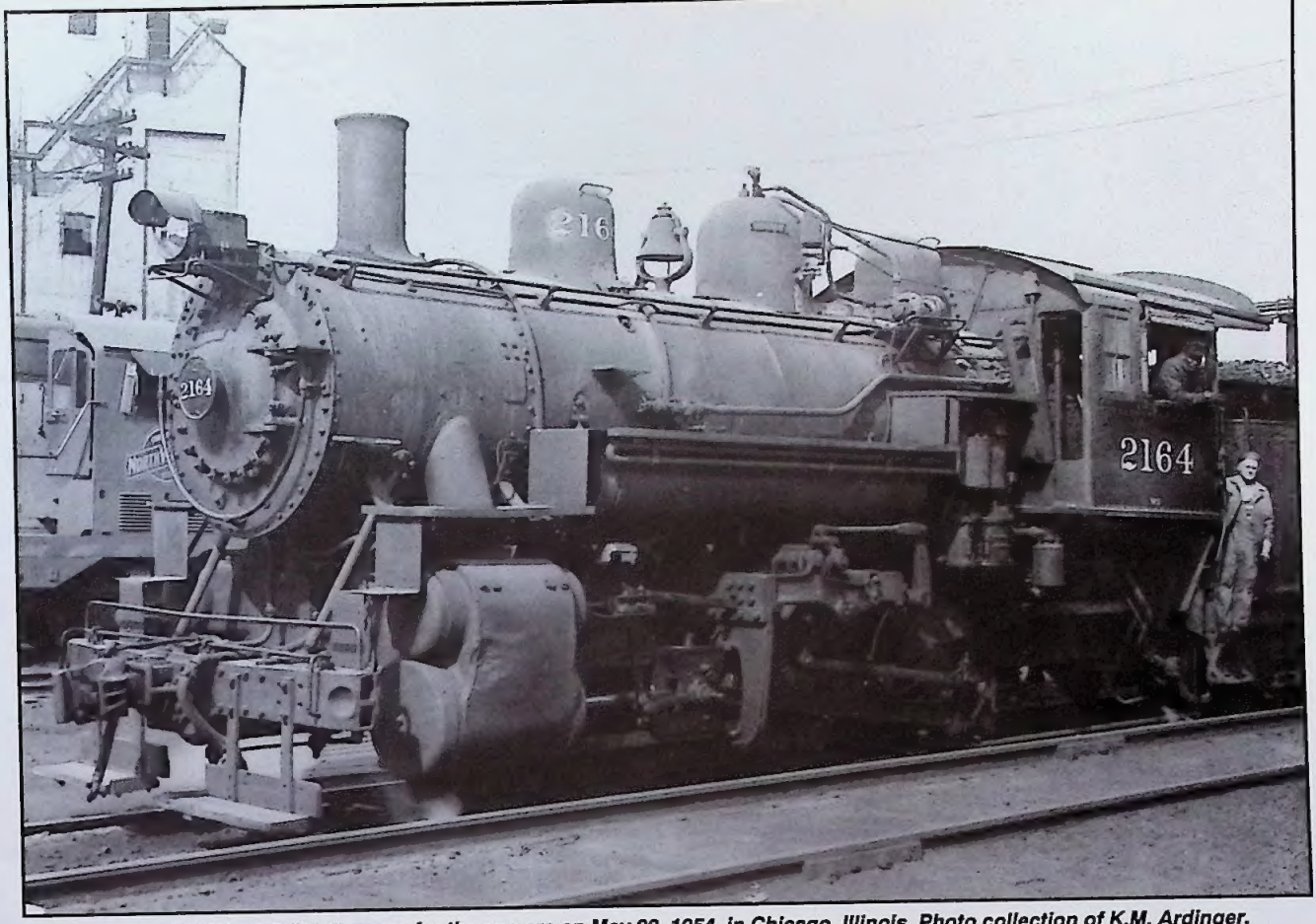
The Chicago & North Western's importance to the Union Pacific was due in part to UP's relatively late arrival into Chicago. Until their purchase of the Missouri Pacific, the UP never owned trackage into the Windy City, and had to rely on connections. CNW, Rock Island and Milwaukee Road were happy to forward traffic to Proviso, Blue Island and Bensenville, respectively. UP's failed takeover of the Rock Island left CNW as the key player as an eastern connection to the close-but-no-cigar trackage of the Union Pacific. Utilizing MoPac's former Chicago & Eastern Illinois iron into Chicago was not the ultimate solution, as it presented a longer route than CNW's arrow-like route from Fremont, Nebraska, just north of Omaha.

Also, let's not forget CNW's feisty coup in obtaining access to the nation's largest coal supply. The UP graciously allowed CNW to utilize their trackage, saving the CNW a fortune by not having to rehabilitate the neglected Cowboy Line. The Cowboy Line provided CNW with its westernmost trackage, and possibly, it's most important, for it is doubtful that they could have made a serious bid for the coal traffic otherwise. With UP's help, CNW had perhaps become the strongest railroad of its size.

The CNW was far too valuable for the UP to give up. An unfriendly connection at Fremont would surely hurt them severely. As a matter of vital strategy, it was imperative that the UP protect its most important eastern connection. And they did.



ABOVE: The announcement has already been made, but the coal keeps rolling east as it has done for years. Big CNW GE's #8672 and 8510 roll this train along Haven Avenue in Elmhurst, Illinois on March 24, 1995. Photo by Joseph Piersen.



ABOVE: Crew of CNW 0-6-0 #2164 poses for the camera on May 22, 1954, in Chicago, Illinois. Photo collection of K.M. Ardinger.
BELOW: Very few examples of CNW steam locomotives survive today. Here #1385 at approaches a grade crossing at North Freedom, Wisconsin. "Snow Train" February 1991. Minolta X-370, Sigma 70mm zoom at 1/250, Kodak Plus-X Pan 125 film. Photo by John Kelly.

CNW's Job WWL01 is departing Powers, Michigan, on its return trip to its home terminal of Iron Mountain, Michigan, in November of 1987. While the two C425's depart westbound, train ESCBA (Escanaba - Green Bay) is in the background moving south with a C628 and GP7(!) for power. Nikon FM-2 24mm f/2 at 1/250 sec and f/5.6, Tri-X, ASA 200, developed in Microdol X 1:3 dilution for 14 minutes at 75 degrees. Photo by Steve Smedley.

CNW #4375 and 4374 slowly roll a mixed freight between Woodroof and Lake Tomahawk, Wisconsin, on August 4, 1981. This is classic CNW. Photo by Joseph Piersen.

A Shipper Reflects on The Chicago & North Western Railroad

by Bob Polasky

As a transplant to the Chicago area, I never had any physical contact with the Chicago & North Western Railroad until June 1984. I was working for the Katy Railroad in sales, and they required my presence in Chicago.

I located my residence in Wheaton, milepost 25.0, on the Geneva Subdivision. The 3-track mainline was within 1/2 mile of the townhouse. I would commute on the "scoots" from Wheaton to Chicago and return several times each week. Boy, the North Western can sure run a first class commuter operation! The only problem I would occasionally encounter would be during extremely wet weather. The signaling system would consistently fail, thus resulting in a extremely long ride to/from downtown Chicago.

The North Western's sales representatives were cooperative in developing new business with the Katy. Often, we made joint calls together to offer freight service over the Kansas City gateway. Run-throughs in the mid-eighties resulted in occasional Katy units showing up on the Geneva Sub.

In early 1985, we moved to West Chicago, milepost 29.8, Geneva Sub. This town of 15,000 inhabitants was formed after the Galena and Chicago Union Railway formed a junction with what later became known as the Belvidere Subdivision of the CNW (circa 1849). West Chicago has a large North Western yard and was home to the Eastern operations group for many years. There is a junction with the BN and the EJ&E, and the "J" still operates an interlocking tower here. All of the BN-CNW interchange traffic for the Chicago area interchanges here. Needless to say, there have been great train watching periods spent here!

In January 1987, I left the Katy for a position in transportation logistics at American National Can's world headquarters in Chicago. I interfaced daily with the CNW sales and operations groups. We moved thousands of cars annually, carrying commodities such as tinplate and aluminum coils, scrap metal, pallets, soda ash, sand, limestone, and aragonite. There are two things I remember most about the CNW during this period. The first was that whenever we needed boxcars for loading at ANC's plant in Hammond, Indiana, the North Western would move them empty from West Chicago to Hammond, approximately 80 miles! Talk about expensive! The second thing was that it was worth the wait for the boxcars. They were always in excellent shape. The rejection rate for unusable boxcars was practically nil! Another railroad competing for this business, (who shall remain nameless for obvious reasons), consistently sent us boxcars with floors and doors missing! Unfortunately, the CNW later priced themselves out of this business, probably because of the long haul for supplying the cars.

In 1992, we moved to Warrenville, Illinois, on the Elgin, Joliet and Eastern's main line between Joliet and Waukegan. My only regular contact with the North Western now is listening in on the scanner to the EJ&E's requests, several times a day, to cross the CNW's mainline in West Chicago.

I'll miss the North Western. I've ridden the mainline from Chicago to Clinton, Iowa, and return in a CNW inspection car behind the infamous F-units, and personally know that this was a first class granger road. My heart will always hold a special place for the green and yellow Chicago & North Western.

The average lifespan of a diesel locomotive is 15 years. We thought it would be interesting to compare the CNW diesel rosters from 1979 and 1995, a span of 16 years. It is surprising to see that many of the models on the 1979 roster are still active in 1995! There are still examples of F7's, GP 15-1's, SD9's (rebuilt to SD18's), GP7's, GP9's, MP15's, SD38-2's, SD40-2's, SD45's, and GP50's, still active on the CNW in 1995. Of course many of these units have been rebuilt, but the longevity of the motive power stands as a testament to the maintenance forces that kept them running. In 1979, there were a total of zero GE's roaming the system, probably due to a small fleet of six-axle U-Boats that failed to impress the CNW. The North Western favored the former Norfolk and Western C628's. These saw extensive service in the Upper Peninsula of Michigan on heavy ore drags, but traffic on the CNW has evolved into its present steady flow of black diamonds from Wyoming and transcontinental pig and stack trains. Despite GE's previous track record with CNW, C44-9W's are plentiful today, and General Electric has seemingly become the builder of choice, supplying 4,000-plus horsepower at a crack.

SUMMER 1979

FREIGHT			
BOOSTER	12	--	CNW
RS	1	1500	ALCO
F-3,5,7-A	10	1500	EMD
F3,5,7-B	10	1500	EMD
GP7	199	1500	EMD
GP15-1	25	1500	EMD
AS-415	13	1500	BLH/EMD
AS 6-415	1	1500	BLH/EMD
AS-615	5	1500	BLH/EMD
RSD-4-5	12	1600	ALCO
SD9	21	1750	EMD
GP9	73	1750	EMD
RS11	4	1800	ALCO
GP18	6	1800	EMD
SD38-2	10	2000	EMD
GP30	22	2250	EMD
C425	4	2500	ALCO
GP35	39	2500	EMD
C628	30	2750	ALCO
SD40	38	3000	EMD
SD40-2	135	3000	EMD
GP50 (ordered)	50	3500	EMD
SD45	61	3600	EMD
SWITCHERS			
BOOSTER	10	--	ALCO
SW	10	900	EMD
SW900	3	900	EMD
SW	10	1000	EMD
SW	16	1000	ALCO
SW	31	1000	EMD
SW 900, 1200	21	1200	ALCO
SW1500	1	1500	EMD
MP15	15	1500	EMD
TR- A/B	2/2	2000	EMD
PASSENGER			
F7	20	1500	EMD
E8	36	2250	EMD
GRAND TOTAL 958			

SUMMER 1995

HIGH HORSEPOWER			
AC4400A	35	4400	GE
(LEASED) C30-7S	11	3000	GE
C40-8A	30	4000	GE
C40-8B	12	4000	GE
C42-8A	35	4180	GE
C44-9WA	35	4400	GE
C44-9WB	30	4400	GE
C44-9WC	20	4400	GE
C44-9WD	45	4400	GE
GP50	48	3500	EMD
SD40-2	132	3000	EMD
SD45	15	3600	EMD
SD50	35	3600	EMD
SD60	55	3800	EMD
TOTAL HIGH-HP 538			
LOW HORSEPOWER			
F7	4	1500	EMD
F7B	3	1500	EMD
GP15-1	10	1500	EMD
GP38-2	47	2000	EMD
GP40	33	3000	EMD
GP7	94	1500	EMD
GP9	10	1750	EMD
MP15	14	1500	EMD
SD18	23	1750	EMD
SD38-2	10	2000	EMD
TOTAL LO-HP 248			
GRAND TOTAL 786			

ROSTER COMPARISON 1979-1995 (16 YEARS LATER)

	1979	1995
EMD	829	533
GE	0	253
ALCO	98	0
OTHER	31	0
TOTAL	958	786

Sunset on CNW. One of the last business specials with a full compliment of CNW business cars sits idle awaiting a fresh crew at Shamrock, just east of Boone, Iowa. The train with alpha symbol ZZRMS (Business Special Robert M. Shmeige) had the president of CNW on board. Ironically, the train sat idle for more than half an hour waiting for a crew to arrive. The 8509 C40-8 provided power for this fine looking train. Mamiya RB67, Fuji RDP2 at 1/125 and f 5.6, and a polarizer. August 27, 1994. Photo by Dana L. Grefe.

ABOVE: The CNW did not like these GE's (or any GE's at this period). The 934, shown here in Highland Park, Illinois, on September 29, 1974, was out of service by 1977. GE's were often trailing units, but here they sometimes led because there was no ATC on the New Line (to Wisconsin). Photo by Joseph Piersen.
BELOW: The North Western may not have been fond of GE's, but they sure loved their Alco's! Especially the large six-axle variety on the point of their ore trains. At Palmer, Michigan, three of these monster diesels handle a train during July of 1986. Photo by Byron C. Babbish.

CENTURY 628'S

To me CNW was synonymous with iron ore and taconite. In the Upper Peninsula on what once was known as the Ore Division of CNW, the tracks were like conveyor belts between the ore unloading facilities at Escanaba and the mines serviced by CNW (and Milwaukee Road) throughout the UP (meaning the Upper Peninsula, not Union Pacific). There were always one or two CNW iron ore trains on any stretch of CNW track at any time, day or night. There were constant meets of empty and loaded ore trains on what usually was the only sidings on long stretched of single, nonsignalled tracks. CNW was even taking entire ore trains from interchange from Milwaukee Road to its facilities at Escanaba.

But CNW didn't just mean iron ore and taconite to me. Back in the 1970's and through the 1980's this conveyor belt of ore trains were all powered by what seemed to me to be the biggest, strongest, most no-nonsense diesel locomotives man ever created: the ex-Norfolk & Western Alco C628's.

These hi-nosed Alcos were everywhere on the CNW in the UP. Once in a while a re-engined Baldwin AS-16 or AS-616 would be cut in, and, near the end of the Alco reign, a four axle Alco, but most of the time three engine sets of C628's were the power on the ore trains in this area as well as on the less frequent general freights between the UP and Green Bay. And could these Alco's handle those heavy ore trains. The line from Tilden and Empire Mines near Marquette to Escanaba was paralleled most of the way by a road and you could pace these big Alcos cruising along at 40 mph or so with an endless string of ore jennies trailing them.

In an era where Alcos were becoming harder and harder to find on Class One railroads, the C628's were always to be found somewhere on CNW's Ore Division. I made many pilgrimages to Escanaba to reassure myself that the world was still OK as Alcos were still pulling trains there.

Byron C. Babbish

BELOW: CNW's Ore Division in Michigan's Upper Peninsula was a favorite spot to photograph trains as they were using three or four of their ex-NW high-hood Alco C628's as power on their unit iron ore trains there through the 1980's. The ore trains ran like conveyor belts on this unsignalled territory and as soon as one train was loaded at the mine and ready to depart for the ore dock at Escanaba on Lake Michigan, an empty train was returning to the mines, requiring a carefully planned meet at either of the two sidings on the line as shown by this meet on August 2, 1982, at Little Lake. Olympus OM-1, 35mm lens, and Panatomic X at ASA32. Photo by Byron C. Babbish.

Proposed Union Pacific Renumbering of CNW Locomotives

One of the first questions arising out of Union Pacific Railroad's takeover of the Chicago & North Western was which model types would be kept by the UP and which will be discarded. The initial guess is that the GP7's and 9's, along with the SD18's and SD45's would soon be history. Then again, you're talking about a railroad running a DD40AX and A-B-A sets of E9's on freight trains in 1995! It appears that every model type, except for the SD45, will be around for at least a short time. Whether any of the 7's, 9's or 18's see Armour Yellow may be a different story. As of press time, UP had repainted an SD38-2 (#2806) and a C44-9W (#9668) at North Little Rock. Below is a proposed renumbering scheme for the CNW fleet. Although the F's are not listed, they have been moved to Cheyenne for possible preservation. Renumbering courtesy of Ken Ardinger and George Cockle.

CNW No.	UP No.	Type
1302-1316	1315-1328	MP15
4100-4106	400-406	GP7
4107	487	GP7
4108-4110	407-409	GP7
4113-4114	410-411	GP7
4116-4118	412-414	GP7
4120-4128	415-423	GP7
4130-4132	424-426	GP7
4134-4138	427-431	GP7
4140-4144	432-436	GP7
4145	488	GP7
4148-4150	437-439	GP7
4152-4157	440-445	GP7
4160	489	GP7
4161-4164	446-449	GP7
4165	490	GP7
4168-4170	450-452	GP7
4174-4176	453-455	GP7
4178-4182	456-460	GP7
4183	491	GP7
4184	461	GP7
4186-4187	462-463	GP7
4190-4195	464-469	GP7
4197-4198	470-471	GP7
4199	492	GP7
4200-4103	472-475	GP7
4205-4209	476-480	GP7
4307	495	GP7
4314	483	GP7
4322	484	GP7
4324	494	GP7
4328	485	GP7
4331	486	GP7
4333	493	GP7
4344	482	GP7
4457	481	GP7
4527	496	GP7
4550-4554	497-501	GP9
4556-4559	502-505	GP9
4400-4410	1545-1554	GP15-1
4600-4634	2076-2110	GP38-2L
4701-4703	2070-2072	GP38-2L
4704	2068	GP38-2L
4705-4707	2064-2066	GP38-2L
4708	2063	GP38-2L
4709	2067	GP38-2L
4710	2069	GP38-2L
4711	2075	GP38-2L
5050	900	GP50
5052-5055	901-904	GP50
5056-5057	933-934	GP50
5058-5065	905-912	GP50
5066	939	GP50
5067-5068	913-914	GP50
5069	940	GP50
5070	915	GP50
5071	941	GP50
5072-5075	916-919	GP50
5076-5077	942-943	GP50
5078-5080	920-923	GP50
5081-5083	935-937	GP50
5084-5086	924-926	GP50
5087-5088	944-945	GP50
5089	938	GP50
5090	927	GP50
5091	946	GP50
5092-5095	928-931	GP50
5097	947	GP50
5098	932	GP50
5099	948	GP50
5500	661	GP40
5501-5504	633-636	GP40
5505	662	GP40
5506-5507	637-638	GP40
5508	656	GP40
5509	663	GP40
5510-5511	639-640	GP40
5512	664	GP40
5513	641	GP40
5515-5518	642-645	GP40
5520	657	GP40
5521-5522	646-647	GP40
5524	648	GP40
5525	658	GP40
5526-5528	649-651	GP40
5529	665	GP40
5531	659	GP40
5532-5533	652-653	GP40
5534	660	GP40
5535	654	GP40
5537	655	GP40
6564	3014	SD40R
6622-6623	2877-2878	SD18
6625-6638	2879-2892	SD18
6640-6641	2893-2894	SD18
6643-6647	2895-2899	SD18
6650-6659	2896-2815	SD38-2
6801-6821	2950-2970	SD40-2
6823-6834	2971-2982	SD40-2
6835-6847	3016-3028	SD40-2
6848	3050	SD40-2
6849-6850	3029-3030	SD40-2
6851-6865	2983-2997	SD40-2
6866-6879	3031-3044	SD40-2
6880	3015	SD40-2
6881-6885	3045-3049	SD40-2
6886-6909	3051-3074	SD40-2
6911	3075	SD40-2
6913-6935	3076-3098	SD40-2
7000-7034	5060-5094	SD50
8001	5946	SD60
8002	5971	SD60
8003	5947	SD60
8004-8005	5972-5973	SD60
8006-8009	5948-5949	SD60
8010-8014	5974-5978	SD60
8015-8016	5952-5953	SD60
8017	5979	SD60
8018-8019	5954-5955	SD60
8020-2021	5980-5981	SD60
8022	5956	SD60
8023-8025	5982-5984	SD60
8026	5957	SD60
8027	5985	SD60
8028-2831	5958-5961	SD60
8032-8035	5986-6989	SD60
8036-8037	5962-5963	SD60
8038-8042	5990-5994	SD60
8043-8044	5964-5965	SD60
8045-8048	5995-5998	SD60
8049	5966	SD60
8050-8051	5999-6000	SD60
8052-8055	5967-5970	SD60
8501-8542	9023-9064	Dash 8-40C
8543	9091	Dash 8-40C
8544-8548	9092-9096	Dash 8-40C
8549	9090	Dash 8-40C
8550-8552	9097-9099	Dash 8-40C
8553-8577	9065-9089	Dash 8-40C
8601-8730	9570-9699	C44-9W
8801-8835	9802-9837	AC4400CW

ABOVE: A blustery March 26, 1970, finds CNW #5013A in Highland Park, Illinois, with train #125. Site of old depot is in front of engine.

BELOW: The same #5013A leads Sunday only Train #239 in Waukegan, Illinois, on a much warmer July 5, 1970. Both photos by Joseph Piersen.

TRAINS DEPARTING BOONE, IOWA ON DECEMBER 23, 1994

ALPHA	LEAD UNIT	ORIGIN/DESTINATION	TIME
PRCBA	8634	PROVISO, IL / COUNCIL BLUFFS, IA	0030
NPPRA	6918	NORTH PLATTE,NE / PROVISO	0105
NPPRA	9468UP	NORTH PLATTE,NE / PROVISO	0220
KLSE6	6891	GLOBAL 2 ("K" LINE) / SEATTLE, WA	0225
NPPTA	6347UP	NORTH PLATTE / TACOMA - MAERSK (UP)	0255
PPCKX	8704	PLEASANT PRAIRIE / COAL CREEK MINE	0315
BTGYC	8716	BLACK THUNDER MINE, WY / GARY, IN (EJE)	0335
LACR7	6311UP	LOS ANGELES, CA (UP) / CHICAGO, IL (CR)	0345
BOCYG	8635	BOONE, IA / CLINTON, IA	0500
LALC4	8004	LOS ANGELES, CA (UP) / GLOBAL 1, IL (APL)	0520
CSSTZ	8045	CANAL STREET (CHICAGO) / STOCKTON, CA	0535
PDCSZ	9505UP	PORTLAND, OR / CANAL STREET (CHICAGO)	0605
PDCSZ	6304UP	PORTLAND, OR / CANAL STREET (CHICAGO)	0650
APCW6	9541UP	GLOBAL 1 (APL) / OAKLAND, CA	0700
GLLA7	9461UP	GLOBAL 1 / LOS ANGELES, CA (UP)	0720
RWRMX	8726	RAIL TO WATER (CHICAGO) / ROCHELLE MINE	0800
ATBPC	8538	ANTELOPE MINE, WY / BAYPORT, MN	0830
CSSTT	6911	CANAL STREET (CHICAGO) / STOCKTON, CA	0845
IHMPV	6328UP	INDIANA HARBOR BELT / MILPITAS, CA	0920
HKPRA	9528UP	HINKLE, OR / PROVISO, IL	0940
STCSZ	6332UP	STOCKTON, CA / CANAL STREET (CHICAGO)	0945
WBO80	4165	LOCAL (BOONE, IA)	1005
GOLA6	8002	GLOBAL 2 / LOS ANGELES, CA (UP)	1110
ATBPC	8725	ANTELOPE MINE, WY / BAYPORT, MN	1115
APCL7	9500UP	GLOBAL 1 (APL) / LOS ANGELES, CA (APL)	1145
IHLOV	6889	INDIANA HARBOR BELT / MIRA LOMA, CA	1310
SZCSZ	6290UP	SALT LAKE CITY, UT / CANAL STREET	1320
IHNPV	6349UP	INDIANA HARBOR BELT/ NORTH PLATTE	1330
BUNAX	8543	BUTLER, WI / NORTH ANTELOPE MINE, WY	1410
FRDMG	6916	FREMONT, NE / DES MOINES, IA	1435
RMPWC	8004	ROCHELLE MINE / POWERTON, IL (C&IM)	1545
BYDMX	8724	BARR YARD, IL / DES MOINES	1550
CBPRA	8534	COUNCIL BLUFFS, IA / PROVISO, IL	1610
GOSE7	9527UP	GLOBAL 2 / SEATTLE, WA	1625
NPCSZ	6893	NORTH PLATTE / CANAL STREET (CHICAGO)	1740
SECSZ	7026	SEATTLE, WA / CANAL STREET (CHICAGO)	1755
DYBMX	8534	DAIRYLAND POWER, WI / BELLE AYR MINE	1805
SESC4	6890	SEATTLE, WA / GLOBAL 1 (APL)	1810
WMT20	8508	LOCAL (MARSHALLTOWN, IA)	2000
WFCDX	8505	WHEATFIELD, IN / CORDERO MINE, WY	2000
RMWFC	8509	ROCHELLE MINE / WHEATFIELD, IL	2025
OAOC5	6280UP	OAKLAND, CA / GLOBAL 1 (APL)	2055
RMRWC	6878	ROCHELLE MINE / RAIL TO WATER	2140
ELNPA	7023	ELKHART, IN (CR) / NORTH PLATTE, NE	2210
NPPTA	8047	PLEASANT PRAIRIE / TACOMA - MAERSK (UP)	2255
CSPDZ	9493UP	CANAL STREET (CHICAGO) / PORTLAND, OR	2335
OACSZ	8013	ALBERT CITY, IA / SALT LAKE CITY, UT	2350
PRNPA	6300UP	PROVISO, IL / NORTH PLATTE, NE	2355

This is a typical day at Boone on December 23, 1994. These are official times the trains departed as per the yard report. This is the last time I did an all day sighting. Things are pretty much the same, with early a.m. hours very busy and late p.m. hours also busy. All trains had multiple consists, but for simplicity, I did not include them.

Submitted by: Dana Grefe

THINK IT'S BUSY???

At left is a typical line-up of trains passing through Boone, Iowa, late last year. Although schedules may change with Union Pacific's takeover of the railroad, this former CNW trunkline is sure to be just as busy in the years to come! It is strategically located with Chicago at its eastern terminus, and Powder River coal just to the west. It also lies on an important stack train corridor, making it one of the busiest freight mains in the country. On this particular day, the line saw 48 trains; that's a train every 30 minutes!

Most of the line is double-tracked, but the crossing of the Cedar River at Cedar Rapids, Iowa, consists of a single-track bridge locally known as "The Gantlet", which creates a bottleneck that ties up traffic. It's not unusual to see several freights backed up waiting to cross the river!

No Amtrak trains utilize this route; however the east end of this line sees commuter service in and out of Chicago, along with routes north of the city. Suburban CNW trackage can see upwards of 100 movements per day!

At Clinton, Iowa, you can see Canadian Pacific trains on the CNW mainline utilizing trackage rights which date back to Milwaukee Road days. This is part of CP's route between the Twin Cities of Minneapolis / St. Paul and Kansas City. There are approximately 12 trains a day which travel this way.

This route has always played a vital role for the Union Pacific. It's hard to believe that until 1982 the UP did not own any trackage into Chicago! Today, in addition to the CNW route, they also get in over former Chicago and Eastern Illinois trackage acquired when they merged the Missouri Pacific. Now they also have trackage to Milwaukee, Minneapolis and Madison!

ABOVE: The Twin Cities provide a wonderful surprise for a visiting Chicagoan in the form of a pair of SD18's drilling cars in a small yard. The Union Pacific will apparently keep them around for a little while. Could you imagine yellow and grey SD18's??? Can you say, "SD24"? Photo by J.F.M. Serensits.

BELOW: EJ&E'S JB Tower in West Chicago, Illinois, guards the "J" crossing of the CNW. On February 22, 1995, 7003 East passes the West Chicago local. Perhaps due to company pride, or for some other reason, it seems that since the merger in late April, that more often than not a CNW locomotive is in the lead of most trains now. This is making for a bittersweet ending to the yellow and green "last of the grangers." Photo by Howard Ande.

4142
4125

6922
FALCON SERVICE

***ABOVE:** A mixed freight led by an SD60 traverses the snowy landscape in this photo by Larry Carter. The Chicago & North Western saw plenty of snow, albeit on fairly level land. Though CNW crews may not see the kind of snows that pile up on Donner, the frigid winds blowing across the northern plains all winter long make for some frosty times!*

***OPPOSITE TOP:** Two high-nose GP7's and an MP15 lead a nothbound CNW local late in the day. These aged Geeps are nearing the end of their service, as UP will probably retire them soon. The time is 7:11 pm at LaGrange, Illinois, on May 20, 1995. Canon EOS Elan on Kodachrome. Photo by Aaron T. Vath.*

***OPPOSITE BOTTOM:** "As far as I know, the 6910 and 6922 were the only two units with the Falcon decal, though somebody told me there was a third. I don't know when the decals were applied. When I observed them, they were being used in the general locomotive pool, not restricted to Falcon Service, though there must have been some rationale for the decal on these two units other than the fact that they were among the newest power at the time. The 6910 was damaged after I photographed it and was out of service by 1986-1987. It was sold to NRE in 1990; consequently, it wasn't photographed much. The 6922 was repainted Sunburst or "Zito" yellow in 1984 and then repainted again in 1991. For that reason it has not been repainted in the latest CNW scheme of traditional yellow. It is still in service." August 18, 1981 at Proviso Yard. Photo by Joseph Piersen.*

...all of the Midwest railroads that I knew and loved began to die: the M&StL, the North Shore Line, the CGW, the Rock Island, and the Milwaukee Road. The last to go was the North Western. Some people say it was a triumph that the North Western lasted so much longer than the others. For me it was not a triumph. It was the final loss.

Joseph Piersen

FLORIDA FOCUS

Photos and text by
Bruce A. Burton

During the 6 years that I lived in the Sanford, Florida, area I became quite familiar with the workings of CSX's "A" line. Called the "A" line because of its Atlantic Coast Line heritage, it is CSX's main line from Jacksonville to Tampa via Orlando. CSX's other mainline in Florida is called the "S" line as it was once the Seaboard Air Line's main trunk through the state.

Until recently, Sanford was a crew change point between Moncrief yard in Jacksonville and Uceta yard in Tampa. It is the southern terminus of Amtrak's AUTOTRAIN and home to the shops and equipment that support it. There is even a branchline left that runs southeast to Oviedo where it turns southwest towards Orlando, ending at Aloma.

A realignment in Sanford during the 1950's brought the right of way to its present configuration. The Aloma Sub, as the remaining branch is called, is part of the original alignment that went more towards downtown Sanford. The freight house still stands downtown as do some buildings with curved walls where a spur to an industry once passed. There is still a wye just south of downtown on which AUTOTRAIN and the local CSX switcher use to turn equipment. Somehow, the sight of an old GE P30CH (pooch) being turned on that trackage seemed out of place.

Sanford was once the hub of operations for a myriad of ACL branchlines that ran in just about every direction to serve the major agricultural shippers in the Central Florida area. The city was once known as the celery growing capital of the world! The ice house still stands at the north end of Rand yard here in Sanford as a testament to the thousands of reefers that were iced here. Just across the St. Johns River, at Benson Junction, the Florida East Coast came from the east to interchange with the ACL for a piece of the produce shipping pie.

To the west was the citrus belt and the associated freight hauling needs of that massive industry. One branch ran southwest to Winter Garden, then west to Clermont, eventually ending in Trilby where it joined the ACL's busy west main to High Springs, Florida, or the Perry Cutoff. Another branch went west to Tavares then turned north to Eustis and Ft. Mason where it joined the branch to Astor that connected with the ACL's secondary main in Leesburg.

The branchlines to the west were removed a couple of years before I moved to the area in late 1987. The freezes during Christmas of 1982 and again in January 1984 effectively killed them.

The Florida Central, a Pinsley operation,

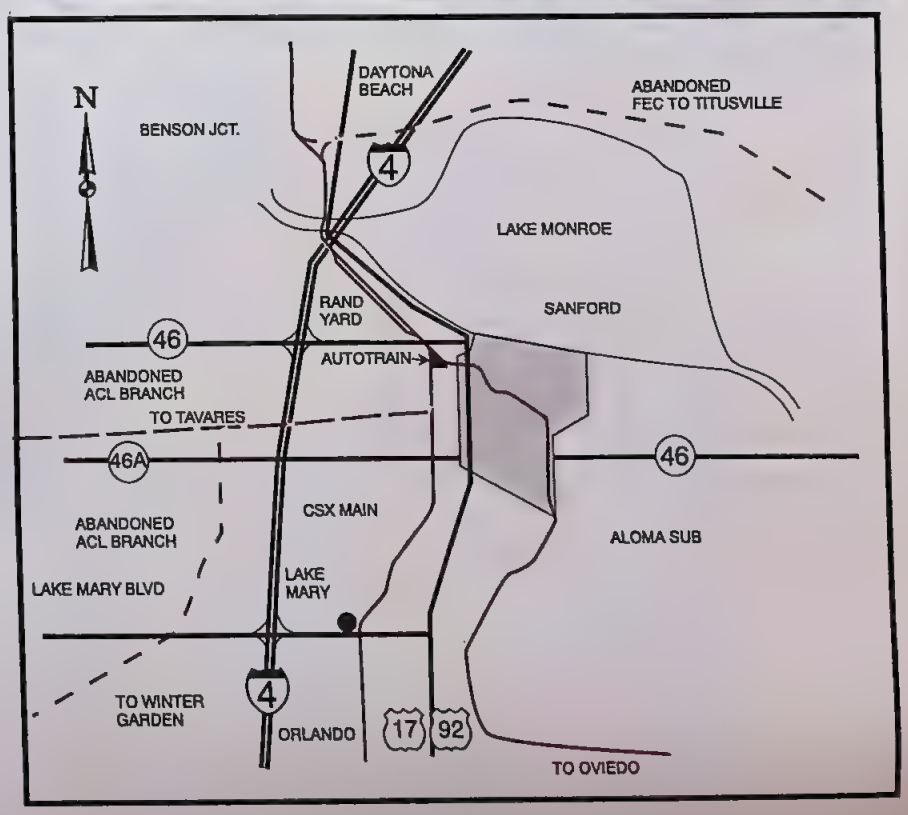
RIGHT: The Aloma Sub is the last vestige of the many branchlines that once radiated from Sanford. It is worked on an "as needed" basis, most often on Tuesdays and Thursdays. The line runs from Sanford to Oviedo in a southeasterly direction then it turns to a southwesterly direction towards Orlando, ending at Aloma. The section from Oviedo to Aloma is the remnant of the eastern-most extension of the Seaboard Air Line's branch from Wildwood to Orlando. Both ACL and SAL came to Oviedo to tap the produce shipping mine. Here we see GP38AC #2146 running long hood forward with the Sanford local as it crests a small rise at Winter Springs. Yes, there are rails under those weeds! Taken in late December 1991 with a Mamiya 645 1000S, 210mm lens, and on T-Max 400 printed on Ilford Multigrade RC paper.

OPPOSITE PAGE: The northbound SILVER STAR could provide some nighttime photo opportunities as it was scheduled to arrive in Sanford after dark. Here is F40 #269 revving its prime mover to drive the head end power generator for power to the train during its stop at Sanford one evening in March of 1990. The poor head-end crew having to endure the noise whether moving or stopped! At least when there were two or more F40's the rear unit provided the HEP and the lead unit was relatively quiet! The palmetto plant at right marks this as a Florida locale. Taken with a Mamiya C330 TLR and 80mm lens on Kodak Tri-X 320 Professional and printed on Ilford Multigrade RC.

RADIO FREQUENCIES IN THE SANFORD AREA:

CSX Road	AAR Channel 32	160.590 MHz
CSX Dispatcher	AAR Channel 94	161.520 MHz
Amtrak AUTOTRAIN---		
	AAR Channel 96	161.550 MHz

*AUTOTRAIN uses the CSX road channel for mainline communications. Channel 96 is used for switching and arrival/departure communications at the Sanford terminal.



uses what remains of these branches as part of their Central Florida empire along with a portion of the ex-SAL Wildwood-Orlando line. The FEC pulled out long ago and Benson Jct. is nothing more than a passing siding across the river from Sanford.

The first Christmas or two that I spent in Sanford during my time there were rewarding because CSX shut the railroad down for the holiday except for Amtrak operations. This meant that the shop tracks across the mainline in front of the station were a virtual sea of power, awash in the many different color schemes and road names of CSX's predecessors. The vivid Chessie System scheme, L&N's grey and yellow, SCL's basic black and the Family Lines and Seaboard System's grey. Of course, there was also CSX's blue and grey or just grey, or whatever the flavor of the season was.

There would be a specimen of just about every model of locomotive on the CSX roster. From GE's U18B "Baby Boats" and the "Tampa Rebuild" GP16's to SD50's and B36-7's plus anything in between. A roster shooter's paradise!

In recent years though, since Sanford's importance as a crew change point has all but disappeared, the action has decreased drastically. The Christmas shutdown might still happen, but not that you would notice at Sanford. Some of those trains that laid over during those previous holidays don't even exist today! It used to be that I could go to Sanford most any evening and catch a freight train, usually a northbound, stopping to change crews long enough to allow me to get a few time exposures using the platform lights to light the scene. Sometimes a few bursts from my strobes would add needed fill light. Maybe I would catch a southbound coal train holding the main while waiting for one of the slow northbound manifests out of Tampa. The coal train would be near the end of this leg of its endless round-trip cycle between the loadouts in Eastern Kentucky and the Orlando Utilities Commission's Stanton Energy Center in east Orange County, near Orlando.

Nowadays the only mixed freight trains are slop freights R455 and R456, southbound and northbound, respectively. These are super locals that run between Rice yard in Waycross, Georgia, and Taft, Florida, which is just south of Orlando. They setout and pickup cars needed by the various local turns that service the industries in the cities along the way. They stop in Moncrief yard in Jacksonville, Pecan yard in Palatka and they switch the pulp loading facility between Deland and Palatka. They also stop in Sanford on their way to and/or from Taft. These trains pass through during the night, although R455 has been seen in daylight on rare occasions due to delays.

The only other daily trains are the four pig trains that run to and from Tampa. The two southbounds, R175/L173 and R181, usually pass through Sanford in the afternoon. R175 comes through from Philadelphia everyday except Monday and Tuesday. On Monday and Tuesday L173, which originates in Kearny, New Jersey, takes the place of R175 and uses the same schedule. R181 comes out of Atlanta everyday of the week. R184, the northbound counterpart to R181, passes through during the early afternoon. R176 is the northbound counterpart to R175 and L174 is the north-bound counterpart to L173. Both of the northeast bound trains run during the early morning. The L173/174 trains are something new that has been added since I left the Sanford area and moved to Tennessee in April 1994.

Before the summer of 1990, R171 and R172 were the daily pig trains from the Northeast on the "A" line. Better known as the "Orange Blossom Special," these trains ran with reduced crew size and ran through Sanford without crew changes. These were replaced with R175/176 in mid-1990 because of diminishing traffic. During the first few months of operation of R175/176, the trains were very short but by plan or by some coincidence they ran with four Susquehanna B40-8's on the point with as little as fifteen cars! The "Susie Q" B40-8's were a real treat to us local railfans as the "A" line was home to the B36-7 "Pig Boats" on the pig trains AND the freights with few exceptions! Anything different was a treat and something as common elsewhere as a SD40-2 was cause for celebration! Any EMD was a cause for celebration!

The NYS&W GE's were left over from the attempted take over of the Delaware &

BELOW: This view is now impossible to get as the highway bridge across the St. John's, from which this was taken right next to, has been removed and replaced with a higher bridge that passes right through this scene between the CSX drawbridge and where I was standing! This is P053 shown not too far from its terminal at Sanford and the end of its run. The F40's and GP40 mark this as the second era of AUTOTRAIN power. The power plant in the background is Florida Power & Light's oil-fired Debary facility and the oil is delivered by barge! Mamiya 645 1000S, 80mm lens taken on T-Max and printed on Kodak Polycontrast RC paper. May, 1992.

ABOVE: The "Pooches" always put on a good show when taking a heavy P052 (AUTOTRAIN) north. They were on their last legs when this photo was taken in early 1991 and they were always prone to smoking when their throttle was opened as was the case here as P052 picks up speed after getting the clear signal at the north end of Sanford. Taken with a Mamiya 645 1000S, 21mm lens on T-Max and printed on Kodak Polycontrast RC paper.

Hudson by the Susquehanna which CSX had supported with the financial backing for, if not the outright purchase of, the big GE's. For a while though, before the paint shop caught up, the black and yellow was an enjoyable diversion from Seaboard System grey. The paint shop had not caught up with too many of the "Pig Boats" that were delivered in the aforementioned grey!

The B40-8's have now all been repainted and none of the pig trains, or any scheduled train for that matter, change crews in Sanford anymore, although a second section of either R175 or R181 will be called if traffic warrants it and they'll change crews in Sanford as they are considered extras. All is not stable with the pig trains though even with the increase of traffic and the frequency of the second sections, R181 and R184 are in danger of transfer to the "S" line permanently.

There are two other trains that come to and from Sanford. They are S940 and S941 and their reason for being is aggregates. K940 brings loads up from Hileah for industries along the way, lays over in Sanford for the day and heads back to Hileah as K941 in the evening. These are tri-weekly trains that run most every Monday, Wednesday and Friday. Crews still report to Sanford but, with the exception of S940/K941, the second sections of R175 and R181 and any other extra movements, they are taken by taxi to either Jacksonville, Tampa, Taft, or the Stanton Energy Center (coal trains) to pick up their trains.

Which, of course, leaves Amtrak and all the travelers from the Northeast headed to and from Tourist Heaven, USA. However, after the announced cuts in service are put into place that will mean even fewer trains through Sanford per day.

The yellow brick combination station in Sanford is still served by Amtrak's SILVER STAR, the SILVER METEOR and the SUNSET LIMITED. The PALMETTO, which was extended in October 1994 from Jacksonville to Tampa, will be totally abolished. Part of the station's second floor is being used by Amtrak for office space. AUTOTRAIN's yard, shops and station building are just a couple hundred yards to the north. P052 and P053, as the AUTOTRAINS are called on CSX (northbound and southbound respectively), move to and from the CSX main by traversing a few feet of the Aloma Sub. Thank goodness for AUTOTRAIN as it seems to be always busy!

Sanford can still supply enough action at certain times to make a visit worth while. AUTOTRAIN alone is worth a look-see! The seemingly constant parade of Amtrak passenger trains including the Superliner equipped SUNSET LIMITED offers some photographic opportunities also.

Also the possibility of seeing a somewhat rare locomotive on display that's serving as the local switcher or K940/941's power while it lays over. You could never tell what kind of locomotive would be the power for the switcher from week to week! Anything from U18B's to GP30M's or GP39's to GP40's or a B36-7! During the last couple of years, S940/941 power has changed from GP40's, GP40-2's, and/or low horsepower GE four axle's to SD40-2's and/or GE C30-7's. Even SD50's! The arrival of newer, higher horsepower GE's have freed up the older six axle units for use on lesser priority trains.

I'm sure that almost everyone has a story of a favorite railroad spot that has died or is in the throes of being dramatically downgraded and/or downsized. This is my story of such a place. A place very near to where I lived for over 6 years. A place that I studied and documented during that time. A place that, while not dead, is typical of most any place that has changed with the railroads in this age of megamergers and deregulation.

So enjoy these photographs as an offering by someone who enjoyed it while it lasted!

The Changing Face of Railroading in Connecticut

Photos and text by Allan Tillotson

Recent decades have witnessed a significant retrenchment by major railroads, including line abandonments and mergers. A common sentiment voiced by many railroad enthusiasts and observers is that as things have changed, they have changed for the worse. Fewer railroads, fewer interesting paint schemes, less opportunity to watch railroading in action.

But some places have bucked the trend toward fewer railroads; one of these is the state of Connecticut. While the miles of railroad operated in the state are lower than in the past, and freight service is nowhere near as plentiful as in recent years, railroading in Connecticut has evolved into more, not fewer railroads. Largely overlooked by railroad enthusiasts, the variety of railroading today in Connecticut is arguably more interesting and impressive than at any point in recent memory.

Evolution

The changing face of Connecticut railroading dates back 26 years to 1969. At that time, Connecticut was basically a two-railroad state: New Haven and Central Vermont. On January 1st of that year the New York, New Haven & Hartford Railroad was folded into the Penn Central. Inclusion of New Haven in PC was mandated by the Interstate Commerce Commission before they would bless the ill-fated union between the New York Central and Pennsylvania. Bankrupt since 1961, New Haven suffered from a multitude of branchlines and yards, had no long haul freight revenue, and lost money on passenger service. Suffering from similar maladies, Penn Central itself entered bankruptcy just a little more than a year later.

The formation of Amtrak in 1971 added a new player in Connecticut railroading, although initially, aside from red, blue and platinum mist paint, it was still pretty much the same Penn Central employees doing the work. Over time, Amtrak gradually assumed operational responsibilities from PC, and later Conrail.

In 1973 the Providence & Worcester began operations in Massachusetts and Rhode Island, the culmination of a dispute with the Penn Central. P&W had been leased on a long term basis to New Haven, and PC balked at the terms of the lease when they picked up the NY, NH & H. After several years of litigation, P&W regained control of the property and began operations, setting the stage for their ultimate entrance to Connecticut in 1976.

April 1976 saw the formation of Conrail from the ashes of Penn Central and other Northeast bankrupts. It was also the beginning of a new era in Connecticut railroading. After years of being essentially a two-railroad state, the number of operators would soon blossom. Providence & Worcester was the first to stake a claim, getting the PC line between Worcester, Massachusetts, and Plainfield, Connecticut. All other PC lines in the state went to Conrail.

PC, and later Conrail, did little to encourage freight traffic in Connecticut. Resource intensive industries in southern New England, which would logically be served by rail, were declining, or found trucking to be more attractive. What traffic remained was routed up into Massachusetts and through Selkirk Yard outside of Albany, New York, to take advantage of the economies of scale of freight trains already traveling that route. While perhaps more cost efficient, shippers felt it a longer, slower route than the Maybrook gateway formerly favored by New Haven.

While the miles of railroad operated in the state are lower than in the past, and freight service is nowhere near as plentiful as in recent years, railroading in Connecticut has evolved into more, not fewer railroads.

A political clamor arose in southern New England during the late '70s regarding the state of Conrail service in the region. The frenzy was fueled by the juxtaposition of the (at the time) money losing, federally subsidized Conrail on the one hand, and profitable Providence & Worcester and Boston & Maine on the other. The sentiment was if inefficient Conrail couldn't responsibly serve southern New England, then let P&W and/or B&M give it a go. The Staggers Rail Act of 1980, credited with the deregulation measures that have since sparked a nationwide renaissance of railroading, included a section requiring profitability analysis of Conrail lines in Connecticut and Rhode Island. Involuntary transfer of these properties from Conrail was contemplated in the Staggers Act.

With some political maneuvering by the state of Connecticut, Providence & Worcester had taken over Conrail's Plainfield to Groton line by mid-1980, connecting at Plainfield with P&W route from Worcester acquired in 1976. In 1981 P&W operations in Connecticut were further expanded when they acquired trackage rights and assumed Conrail's local freight duties on Amtrak's Shore Line between Providence, Rhode island, and Old Saybrook, Connecticut.

Conrail's retreat from Connecticut continued in 1982. In April, Boston & Maine took over CR's Canaan, Connecticut to Pittsfield, Massachusetts, line (the portion of this line within Connecticut, as well as the out-of-service portion between Canaan and New Milford, was owned by the Connecticut Department of Transportation). Later, in June, B&M sealed a deal in which they got a cluster of branchlines in west-central Connecticut along with trackage rights from Springfield, Massachusetts, down to New Haven. B&M aggressively went after business in Connecticut, including a dedicated TOFC train from New Haven, which connected with the joint B&M-Central Vermont "Rocket" service then running between Boston and Montreal. Ultimately a victim of poor traffic levels, this service was suspended by 1984.

The end of 1982 brought Conrail's legislated exit from commuter passenger service, and the formation of Metro North Commuter Railroad. Conrail commuter service in Connecticut and New York state was essentially an independent, stand-alone operation, the "Metropolitan Region," relying little on CR's Philadelphia headquarters. The states of Connecticut and New York already owned the rights-of-way and most equipment. Unlike the concurrent takeovers of Conrail commuter service in New Jersey and Philadelphia, MNCR had little more to do than change the office stationary on January 1, 1983.

Another shortline was born when the long out-of-service Canaan to New Milford line

owned by the state was leased to the Housatonic Railroad in July 1984. Initially Housatonic operated passenger excursions heading south from Canaan, but would later expand into freight service.

In 1987 the state purchased a group of Conrail branchlines centering on Middletown, Connecticut, and leased the trackage to another new Connecticut shortline, the Connecticut Central (CCCL). CCCL normally interchanged traffic at Middlefield with Conrail stone trains coming up from Cedar Hill yard to the quarry at Reeds Gap. However, during the winter months when the stone trains did not operate, CCCL ran directly into Cedar Hill to make interchange.

1987 also saw Boston & Maine operations, including those in Connecticut, leased to the Springfield Terminal Railroad. This resulted in a period of labor strife and uncertain service. B&M had emerged from bankruptcy and been sold to Guilford Transportation Industries in 1984. Guilford also owned Springfield Terminal. The Brotherhoods contended that GTI's lease of B&M to ST was little more than a smoke screen to union busting, since ST labor agreements were more favorable to management than B&M.

The close of the decade witnessed a flurry of activity in Connecticut. Housatonic established freight service from Canaan in April 1989, connecting with Conrail at New Milford. After a two year hiatus, Amtrak resurrected its Washington-Montreal "Montrealer" with a Central Vermont routing north from New London. The "Montrealer" had previously operated on the Springfield Line and Guilford's Connecticut River Line north of there. Poor track conditions on Guilford led to the suspension of the "Montrealer" while Amtrak purchased a portion of the route and sold it to Central Vermont, who had also been operating on the line under trackage rights. CV rehabbed the route, and the resuscitated "Montrealer" was routed CV all the way to New London.

The state implemented Shore Line East commuter service in May 1990, running between Old Saybrook and New Haven. SLE is operated under contract by Amtrak. In January 1991, the Housatonic once again expanded, acquiring the Guilford (B&M) line between Canaan and Pittsfield, Massachusetts. The Providence & Worcester picked up industrial trackage in New Haven along with trackage rights between Old Saybrook and New Haven to tie it with the rest of its system.

In 1993, Housatonic acquired Conrail's "Danbury cluster" of lines between Beacon, New York, and Derby, Connecticut, along with the branch to New Milford, Connecticut, and trackage rights on Metro North in New York state. From its beginnings as a tourist operator in 1984, Housatonic had strung together a medium sized shortline operating in three states.

Following up on the sale of the Danbury lines, in March of 1993 Providence & Worcester picked up Conrail's Middletown Secondary and trackage rights over Metro North and Housatonic up to Danbury, to link the Reeds Gap quarry with a processing facility in Danbury.

The latest event in the evolution of Connecticut railroading occurred in February 1995, when Central Vermont was sold to RailTex, a shortline holding company based in Texas. RailTex operates the former CV as the New England Central Railroad.

For The Trainwatcher & Photographer

Passenger service is plentiful in Connecticut. Metro North runs multiple-unit electrics out of Grand Central Terminal in New York City, to Stamford and New Haven. Passenger service on branches from New Canaan (electric MU's), Danbury (diesel push-pull equipment) and Waterbury (also push-pulls) feed the main New Haven Line. The New Canaan and Danbury branches also have limited through service during morning and evening rush hours, with the Danbury trains featuring FL9 locomotives. FL9's financed by the state of Connecticut are painted in New Haven livery.

Connecticut's other commuter railroad is Shore Line East, operated by Amtrak under contract. SLE operates primarily during rush hours, with a fleet of former PAT and Guilford locomotives in a New Haven motif.

Amtrak operates two different routes in Connecticut. The Shore Line between New York and Boston is the primary route, seeing as many as fourteen scheduled Amtrak trains in each direction. The Springfield line breaks off at New Haven, featuring seven Amtrak trains in each direction. A third Amtrak route was Central Vermont/New England Central's Palmer subdivision from New London on north, used by Amtrak's "Montrealer." However, this train was a casualty of Amtrak's April 1995 cutbacks, and the Palmer sub no longer hosts passenger service.

Freight trainwatching in Connecticut is not a spectator sport. The once or twice daily appearance of freight trains throughout much of the state dictates mobility to grab more than a couple of photos. Cajon Pass or Horseshoe Curve it ain't, but a little planning and effort will reward the diligent. Although accurate at the time of writing, freight and passenger operations are subject to change!

Providence & Worcester has two operational bases in Connecticut, Plainfield and New Haven. Plainfield dispatches two weekday local freights in daylight, NR-2 running south to Old Saybrook on Amtrak's Shore Line, and NR-3 which first heads north from Plainfield to serve industries as far up as Putnam, then

RAILROADS IN CONNECTICUT, 1968

New York, New Haven & Hartford
Central Vermont
Branford Steam RR

RAILROADS IN CONNECTICUT, 1995

Conrail
Connecticut Central
Housatonic
Metro North
Guilford
Providence & Worcester
Amtrak
Shore Line East
New England Central
Branford Steam RR

RAILROADS IN CONNECTICUT
TIMELINE PAST THREE DECADES

Jan. 1, 1969 ..New Haven to Penn Central
June 1970 .....Penn Central bankrupt
1971 Amtrak begins
(Feb. 1973)....(P&W starts in MA and RI)
April 76 .....Penn Central to Conrail
P&W gets Worcester-Plainfield
mid-1980 .....P&W gets Plainfield to Groton
1981 .....P&W trackage rights on Shore Line Providence to Old Saybrook
April 1982 ....Boston &Maine gets Canaan
June 1982 .....B&M gets Waterbury and other Connecticut lines
Jan. 1, 1983 ..Metro North begins
Jan. 5, 1984 ..GTI buys B&M
July 1984 .....Housatonic RR leases Canaan to New Milford
May 1987 .....Connecticut Central begins
1987 .....B&M leased to ST
April 1989 ....Housatonic RR starts freight service at Canaan
May 1990 .....Shore Line East begins
Jan. 1991 .....HRR buys Pittsfield to Canaan
1991 .....P&W buys Belle Dock and New Haven area trackage; rights Old Saybrook to New Haven
Dec. 31, 1992 ..HRR gets Danbury Cluster
March 1993 ..P&W buys Air Line and gets rights to Danbury
Feb. 1995 .....Railtex buys CV and operates as New England Central

heads south to the Groton area. On Sunday through Thursday evenings, road job NRWO works the Willimantic Branch to Versailles, then heads north to Worcester, returning as WONR.

From New Haven during the spring, summer and fall, P&W dispatches two daylight locals, CT-1 and NH-1, and one evening local, CT-2. CT-1 heads up the Middletown Secondary to the quarry at Reeds Gap, while NH-1 works to Old Saybrook to swap cars with NR-2 from Plainfield, and also handles interchange with the Branford Steam Railroad at Pine Orchard. In the early evening CT-2 heads for Danbury, generally with the stone loads brought down by CT-1. CT-1 and CT-2 are usually abolished during the winter months, when the construction industry enters a period of hibernation. P&W also serves local freight customers on Metro North's Danbury Branch on an as needed basis with CT-2 or an evening extra out of New Haven during the winter months. P&W's fleet of GP38's and B23-7's normally populate both Plainfield and New Haven.

New England Central sends local #559 south from Willimantic, to New London and return daily except Sunday. #559 usually has a 7:00am call. NECR #558 operates between Palmer, Massachusetts, and Willimantic and return, with an afternoon Palmer departure which puts it in Willimantic after #559 has tied up for the day. Pairs of former Illinois Central GP38DC's are standard NECR power on these locals.

Connecticut Central's NX- 1 goes to work most weekday afternoons, working industries in the Middletown and Portland areas. Two or three times a week the CCCL will venture down to Cedar Hill to interchange with Conrail after P&W CT-1 has finished working Reeds Gap. During the winter months NX-1 may run during the day, since P&W's CT-1 is abolished during the construction off-season. CCCL rosters an S4 switcher and a former Southern Pacific GP9.

The Branford Steam Railroad operates weekdays during daylight hours. One crew usually handles the run from the quarry in North Branford to the yard in Pine Orchard, while a second crew shuttles stone cars from Pine Orchard to a barge loading facility on Long Island Sound. BSRR will interchange stone with Amtrak and P&W as necessary. BSRR features GE-built SL-110 center cab switchers and an EMD SW 1001.

Despite its retreat from southern New England, **Conrail** still runs a number of local jobs in Connecticut, although no symboled road trains. WAWS-30 forms the backbone of CR's Connecticut operations. Monday through Friday mornings, and noontime on Sunday, WAWS-30 (Wayfreight Albany Division West Springfield) heads south from West Springfield, Massachusetts, working Hartford and Cedar Hill (New Haven) yards before returning to West Springfield. Also on Sundays, a WAWS-20 makes an afternoon turn to Hartford.

In the Hartford area, two morning and two evening jobs originate. Monday-Friday mornings WAHA-20 handles the line out to Manchester, while WAHA-21 does chores to East Hartford. In the Evenings, WAHA-22 works south to Wallingford, while WAHA-23 handles switching duties in the Hartford area. WAHA-22 works Monday-Friday, while WAHA-23 is called Sunday-Friday.

At Cedar Hill yard, just outside New Haven, morning job WANH-26 works west on Metro North, turning at Bridgeport, or up on P&W's Middletown Secondary to Reed's Gap (Conrail has trackage rights in both cases, though word is Conrail will not be loading stone at Reeds Gap in 1995); Daytime WANH-10 acts as the Cedar Hill switcher and also does area local work. In the evening, WANH-88 heads west over trackage rights on Metro North to Milford and return. An evening WAOP-25 is called daily at Oak Point yard in New York City, and can work as far as Norwalk over trackage rights on MN. Conrail B23-7's and GP38's are most often sighted in Connecticut, although an extremely heavy WAWS-30 can rate six-axle power on occasion.

Guilford's Connecticut base is Plainville (easily confused with P&W's Plainfield; both are sites of diamond crossings!). Depending on traffic levels, Guilford either bases two morning locals at Plainville, or one local and a road job from East Deerfield, Massachusetts. Under the first scenario, daylight local WA-1 runs west to Waterbury on weekdays, while PL-1 works the Plainville area and makes a turn up to Springfield, Massachusetts.

When traffic gets lighter, as is the case at this writing, PL-1 and WA-1 are combined into Monday-Friday PL-2, with a morning call, linked to the outside world by EDPL/PLED. The tri-weekly EDPL from East Deerfield, Massachusetts, departs Sunday, Tuesday and Thursday late in the morning, returning as PLED on Monday, Wednesday and Friday with a morning departure from Plainville. Gray and orange Guilford GP40's are the norm in Plainville.

Crews report at two Connecticut locations on the **Housatonic**. NX-11 reports at New Milford Tuesday through Friday around 8:00am, switching the Kimberly-Clark plant there and then working the rest of the Danbury area trackage acquired from Conrail. NX-11 reports at Canaan before sunrise on Mondays, running down to New Milford by 9:00am to switch K-C. On Fridays only, rather than tie up at New Milford, the crew operates through to Canaan. This allows locomotives to be kept over the weekend in Canaan.

Housatonic NX-12 heads north from Canaan most mornings, including Sundays, enroute to the Conrail interchange at Pittsfield. Tuesday through Thursday sees an evening NX-13 operating between Canaan and New Milford. Housatonic rosters five GP35's, and a single GP9 and RS3M, all acquired from Conrail, and all but the geep in an attractive New Haven-inspired green and yellow.

The Future

The emergence of new railroads in Connecticut may not yet have reached an end. Conrail has indicated their intention to shed all New England trackage except for the Boston Line between Selkirk, New York, and Boston, Massachusetts, and its Framingham Branch. That suggests a new operator for CR's Connecticut trackage and trackage rights, or an expansion for one of the existing operators in Connecticut.

The biggest changes in the offing are on Amtrak's Shore Line. A massive track upgrading project is now underway in anticipation of extending electrification east of New Haven, to Boston. There has been recurring talk of extending Shore Line East service to New London, although State finances appear to preclude this for the immediate future. In fact, some consideration has been given by the State to dropping SLE service altogether.

Regardless of what happens to the SLE, and even if wires are never strung along Long Island Sound, railroading in Connecticut should remain interesting for some time to come.

Author's Recommendation

While the railroad operations in Connecticut are each worthy of individual attention, it is possible to combine visits to several operations within a single day.

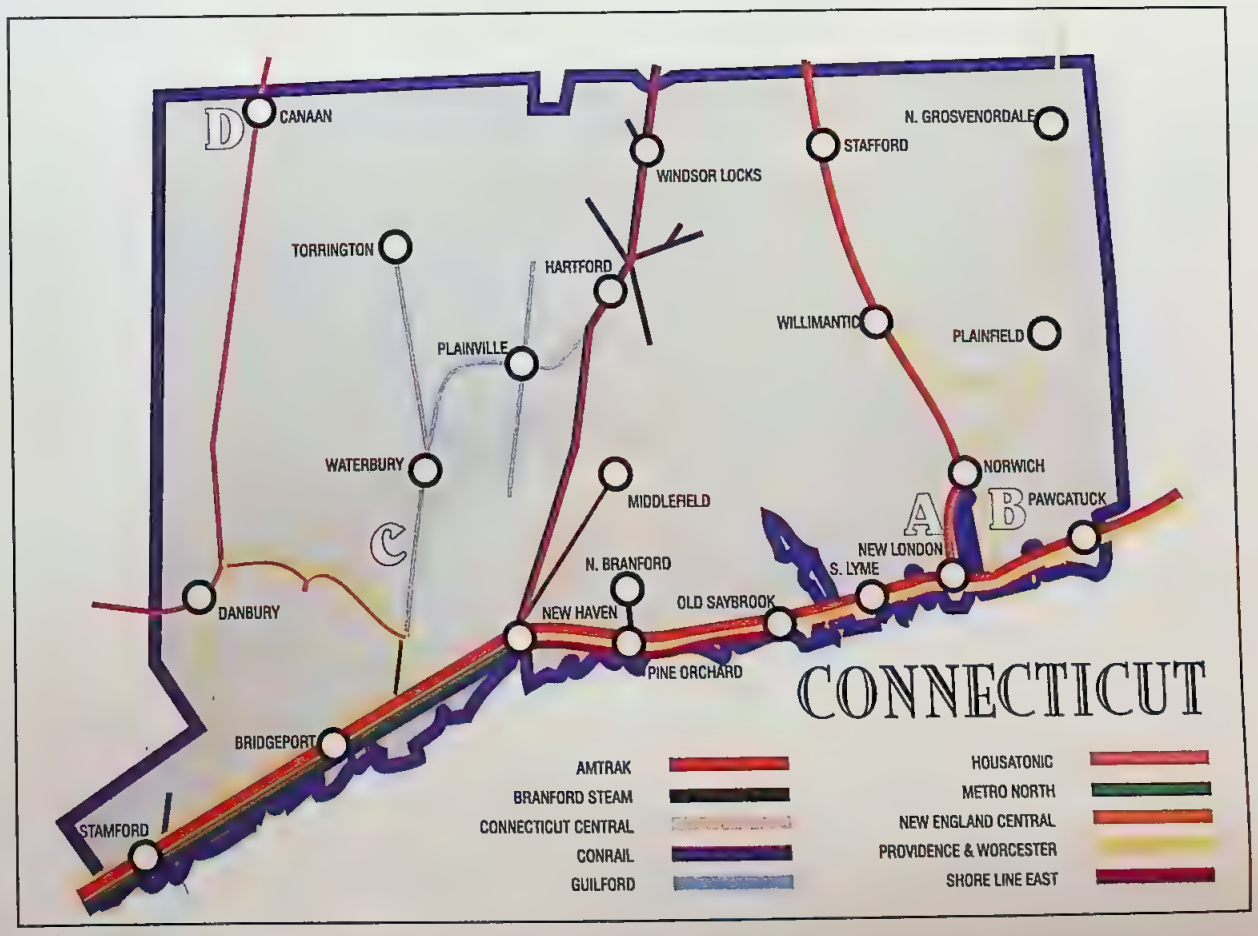
One weekday option is to start out at Willimantic with New England Central #559, then head over to nearby Plainfield and the Providence & Worcester. The P&W jobs usually are not out of town before 9am. Try catching NR-2 heading south, then head back to Plainfield for NR-3's arrival from the north. Travel west at lunch time for an afternoon at Pine Orchard and the Branford Steam Railroad. BSRR will usually retire for the day by 4:00pm, so jump over to the Shore Line (try Old Saybrook) to view Amtrak and Shore Line East's evening rush hour.

A second weekday option is to concentrate on the western portion of the state. Begin with Housatonic's NX-11 at New Milford, then head over to Waterbury. Guilford's PL2 usually shows up around noon, and may even take a side trip up the Torrington Branch. Next try Connecticut Central at Middletown, then go down to New Haven for the evening rush hour, with a choice of P&W, Conrail, Amtrak, Metro North and Shore Line East.

ABOVE: Central Vermont northbound train #555 crosses the OXOBOXO(!) River on a trestle between Montville and Uncasville, Connecticut. Today you will find attractively painted New England Central units rolling across this same span. Map location A.
BELOW: Providence & Worcester NR-2 heads north at Stoddard Hill, Connecticut, south of Norwich, along Thames River, in the late afternoon. Map location B.

3602
3602

***ABOVE:** Metro-North Bridgeport-Waterbury train heads northbound at Beacon Falls, Connecticut. This is an excellent morning view. Map location C.*
***OPPOSITE PAGE:** Housatonic NX-12 heading southbound in the afternoon past Canaan, Connecticut's Union Station, which formerly served New Haven and Central New England Railroads (CNE later became part of New Haven). Note locomotive weather vane! Map location D.*



ABOVE: The Bicentennial unit, CNW 1776, was a GP18, one of only six on the CNW. It always had that number, which was the reason it was selected rather than a more modern unit. It went on display around the system, continuing to work on the days it wasn't on display. Unfortunately, I wasn't able to catch it on display. When I first photographed it, it was early evening and fairly dark. A couple of weeks later on June 27, 1976, I went to Proviso in hopes of seeing it in the sunlight. This shot was one of two I got before a long cut of cars came in front of me, and I never saw it again. Within the following year, it was repainted yellow again.
BELOW: CNW #505 is a Crandall Cab unit, which is essentially a kitbashed "B" unit. The former-CGW shops did the rebuilding. On July 11, 1976, the 505 was photographed in Waukegan, Illinois. Both photos this page by Joseph Piersen.

ABOVE: CNW engineer Laurel Olson doubles Extra 6708 South together at Partridge Siding near Palmer, Michigan, on CNW's Partridge Subdivision. The train is made up of 110 iron ore jennies loaded at Cleveland Cliffs Iron Ore Company's Empire Mine in Palmer. Engineer Olson, who invited the photographer up into the cab on several occasions, was a fan of the big Alco's: "They'll never beat them. These 6700's are the best power we've had up here. They get right down to walking speed in the fourth notch and they still pull. The only complaint I have is the high nose and the lack of visibility. They're dinosaurs, but no EMD will ever beat 'em." Olson was correct on September 22, 1986. No EMD power replaced the Alco's, but GE power now dominates the Partridge Sub. Both photos this page by Steve Smedley.

BELOW: The engineer of Extra 6706 North looks relaxed as he whistles for a rural grade crossing near Rock, Michigan. Cruising along on the CNW's Partridge Sub, 6706 is one of a group of 30 ex-NW C628's the CNW purchased in 1973. Weighing in at 408,000 pounds, these were the heaviest units CNW ever owned. A Green Bay, Wisconsin, based CNW trainmaster, Warren P. Mott, said, "Those 6700's are great for ore country, but not down here. I don't like them; they're rock crushers. . . bad for the sidings."

H_2O WORKS

On October 13, 1974, D&H southbound "Adirondack" passes Lake Champlain at Willsboro, New York. Mamiya RB-67, 127mm lens, Tri-X. Photo by Hugh Strobel.

A fast train and a fast car! Amtrak AEM7 #907 heads T84 "Potomac" between Washington and New York, on the northern outskirts of Baltimore, Maryland, on January 4, 1986. Canon AE1, 135mm lens at 1/500 and f5.6, Ilford XP1/C41 on Kentmere paper. Kim Fullbrook photo.

ABOVE: This "Centipede" freight motor belonging to Milwaukee Road is on an extra freight and is performing switching duties at Othello, Washington in 1959. Photo by Fred Matthews.

BELOW: The curve at Frankford Jct. is big and sharp, and just at the north end is a reverse curve. It's a great spot to see southbounds. Amtrak E-60 #607 has a good roll on 17 cars worth of Silver Star as #81 heads into the 50 mph curve. Photo by John F. Born.

The RAILFAN PHOTOGRAPHER

TIPS, SUGGESTIONS, & ADVICE

Edited by Gregory Monroe

Text & photos by Gregory Monroe, except where noted

TRACKSIDE TIPS

MAKING THE MOST OF FOREGROUNDS... Often when setting up for a train photo, there may be objects between your preferred position and the train that may or may not have an impact on your final photo. If a foreground object would be distracting to a photo, either by diverting attention from your main subject or getting in the way of a clear view of the train, you obviously must remove that object or you will have to move to a position yielding a better view, and this may not always be possible while retaining the composition you want.

The good photographer should realize that not all foreground objects are objectionable in a train photo. Certain foreground elements can even be purposely included to improve your train photos. The trick is to not let the foreground objects be distracting. Rather, make them compliment your main subject.

Good foreground elements... The most obvious situation where foreground objects can compliment a train scene is when the foreground object is railroad related, such as a switch stand, crossing lights, or signal stand. Having these items in a train photo will almost always enhance the final results, as they relate directly to your main subject.

Other items that are good in foregrounds would be things that relate to the overall setting of your subject. For example, a shot of a switcher working in an industrial area can be enhanced by including such objects as power poles, signs, a pile of materials, or other such items in the left or right foreground, or even in the middle foreground if they do not obscure the view of the train. These items should never be too prominent in the scene, or else you wind up with an industrial "scenic" that just happens to have a train in it! Use items like these judiciously - maybe just one sign or power pole in the near left or right foreground, for example - to allow them to "set the stage" for your main subject.

For scenic settings, including a colorful patch of wildflowers, a creek, or other attractive natural object in the foreground can often do much to enhance the final results; or, for a winter shot, you could include a good sized snow laden tree near the tracks and in the right or left foreground.

Again, these elements should not be so overpowering they become the main subject with the train an afterthought in the background.

The train itself as the foreground object... This is usually accomplished when taking a going away shot, since placing a frontal view of a train in the foreground results in too tight of a composition. But this is an excellent way to make good use of a train encountered that is going the "wrong" way. In other words, you had planned a shot of an eastbound in great lighting and with a nice background, but instead you get a westbound. The lighting is now all wrong, and this composition is not at all as exciting as the shot you had hoped for.

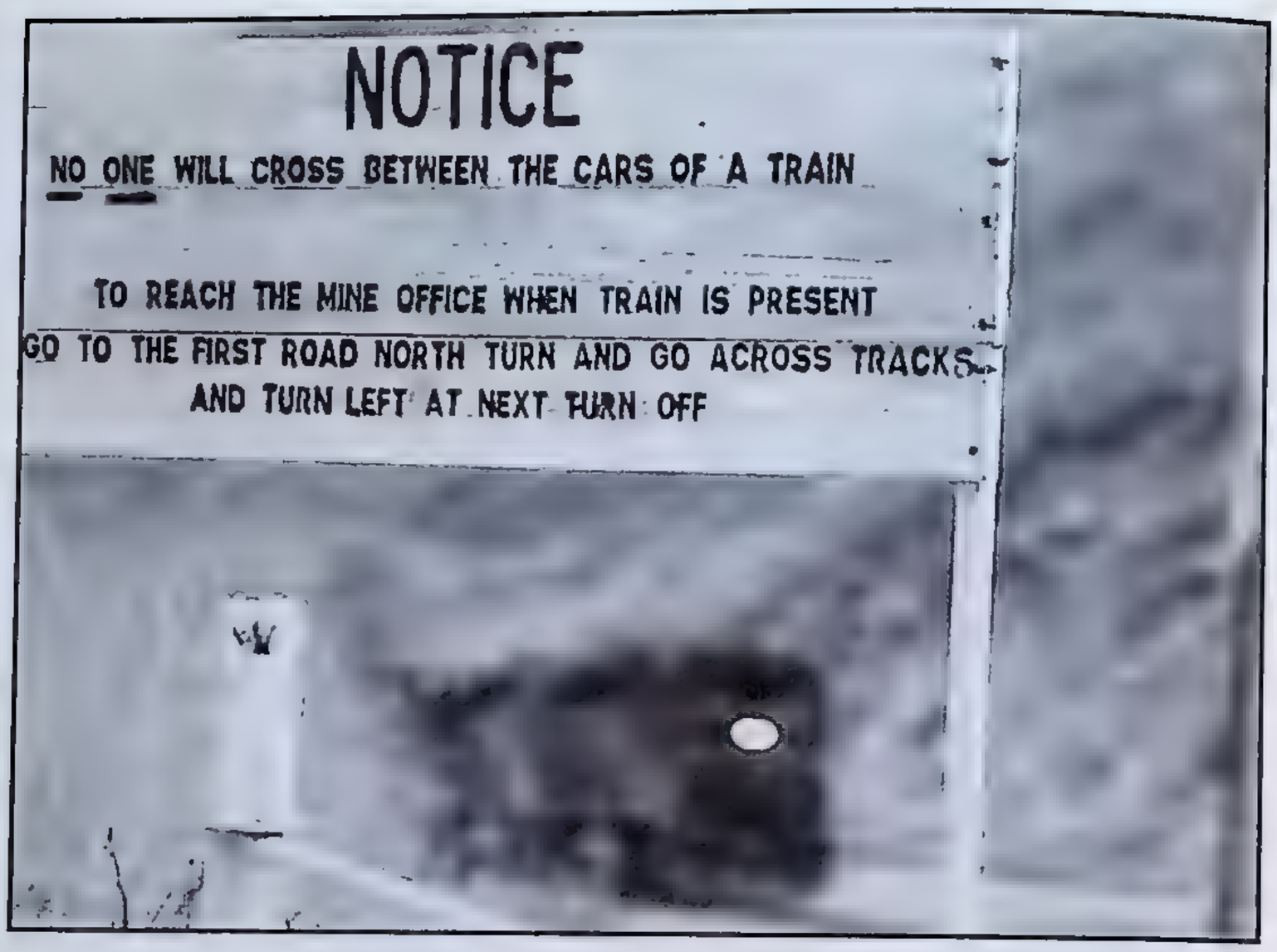
Rather than taking just the usual frontal view with this dull lighting or background, why not also see what can be accomplished with a going away shot that shows that more dramatic background, or better utilizes the lighting present?

Here, in reality the "focus" of the composition almost becomes the scenic view, with your main subject, the train, in the foreground complimenting the over-all composition by relating the scene to railroading. This type of photo is excellent for inclusion in slide shows to show locations and provide a break from the normal use of frontal "coming at 'ya" or side views.

John Sharp's cover photo on the last issue

RIGHT: Isn't life grand? Jim Rissinger enjoys his day off on July 3, 1995, by watching the Yorkrail crew finish their switch at Porter's Sideling, PA, from his front porch. This photo describes the American railfan dream of having a house by the tracks! By shooting from a position behind the subject, I was able to capture a view similar to what he is seeing, and still include him in the photo. In this case, the train is not the most important subject of the photo, but it needs to be there to tell the story. The crew member standing on the end of the car adds a nice touch as well. J.F.M. Serensits, Pentax K-1000, f/11 @ 1/125 sec. on T-Max 100.

RIGHT: Yes, Virginia, there are times when it is valid to intentionally throw the train out of focus. As explained in the text, the technique as illustrated here is a great way to set the location in a slide show. Not how the viewer's attention is immediately drawn to the interesting wording on this sign beside the tracks at the Edna coal mine north of Oak Creek, Colorado, on the Southern Pacific's Craig branch. Yet, the train image in the background helps define the railroading connection. In this type of situation, you want the train only sharp enough to be recognizable as a train. Nikon FM, 180mm lens, f/2.8 at 1/2,000 on T-Max 100 at ISO 200. Gregory Monroe photo.



(TRP #23) is an excellent example of using a train as the foreground element. Note how the red CP rail locomotive in the foreground very nicely compliments the view of the yellow VIA covered wagon.

True, if the CP Rail locomotive had not been in the scene and the yellow VIA locomotive were closer to the viewer and larger in the scene, this would have been a very eye-catching shot of the VIA train. But that would have been an entirely different composition.

Both variations are excellent in their own right. In fact, in this composition, the CP Rail locomotive is as much the main subject as is the VIA locomotive. Together they provide a very interesting photo of railroading action.

Frames... Another situation where foreground elements can enhance is when using them as "frames" to help emphasize your main subject. This is a good technique to use with non-train items, such as bushes or trees. If you cannot eliminate them, and moving to another location will not work, then try to use these otherwise distracting elements in a positive fashion by "framing" the train.

Sharp foreground, out of focus train... This technique may be bordering on the "artsie-cutsie" for some photographers, but bear with me - there can be a valid reason for using this technique, even for the most traditional of train photographers.

Focusing directly on a foreground item while using a wide aperture and/or a tele and letting the train in the background go soft can be a very effective technique to "set the stage" when preparing a slide show.

As an example, let us say we are preparing a show on an industrial railroad. If you can compose a scene that has a sign bearing the name of the railroad or company in the foreground, with a switcher and maybe some warehouse or factory buildings or smoke stacks in indistinct focus in the background, you draw the viewer's eye to the sign to explain the setting. This serves better than any manufactured title slide to inform your audience the subject of your slide show, while teasing them a bit with the out of focus train in the background. Following slides then would all be sharp compositions of the train and its surroundings.

Another example might be where you wanted to emphasize an interesting feature of a railroad, such as short section of tracks that have washed out; an interesting trackside sign (posting a slow order, etc.); a tie that is somewhat deteriorated but still in use; etc. Having these items sharply focused in the foreground while having an out of focus train or other railroad equipment in the background (such as box cars on a siding) helps to emphasize this unique aspect of the railroad while still showing the overall railroad environment.

Again, use this type of shot sparingly to make a point or provide a break in the overall procession of sharp train shots in a slide show.

Technical considerations... There are two camera techniques you can use to let foreground elements enhance a train photo. You can use the "shallow depth of field" technique to render the foreground object a bit out of focus, or you can use "deep depth of field" to render it and your train subject sharp.

Remember, since you should be focusing on your main subject, the train, this will frequently threaten the sharpness of foreground objects, especially any objects that are very close to you. But rendering the foreground object a little out of focus accomplishes three things.

Being out of focus, the viewer's eye notices and recognizes it but then skips directly to the sharp train. This enhances the final photo by helping to emphasize your main subject.

If the out of focus foreground object is railroad related, such as a signal light, even if out of focus it adds the impression of railroading to the scene.

And third, in some cases, due to tight confines or not being able to get the angle of view you want, you will not be able to shift your position to exclude potentially distracting foreground elements. By rendering these elements very much out of focus, you help to eliminate the possibility that they will be distracting enough to take the viewer's attention from your main subject. For example, the tops of bushes between you and the tracks can be very distracting if in focus, but by using a tele and shooting at a wide aperture, they can become almost invisible.

Because of this greater shallow depth of field inherent in teles, you will probably have to settle for at least slightly out of focus foreground objects even when you might want

them to be sharp, such as the railroad-related switch stand or that sign in the industrial scene. A slow or even a medium ISO speed film in full sunlight is going to require an aperture of around f/5.6 or f/8 when using a shutter speed of 1/500th, and at these apertures, the depth of field of a 200mm or greater tele is pretty limited. Depth of field also decreases the closer you are to an object, so foreground elements close to you may be very soft while those nearer to the train will be sharper, even with a normal lens.

But since the human eye normally sees items in an actual scene in this manner - although we may not be conscious of it at the time - having this effect in a photo really looks natural. (Try this yourself: Look at a distant object, and then without shifting your gaze but using your peripheral vision, notice how items near to you are really a bit indistinct in details.)

If you want all foreground elements as well as the train to be sharp, then use your normal or medium wide angle (35mm or so). That same f/8 aperture that renders the foreground soft with a tele will probably make most of the entire scene sharp front to back when used with a 50mm or 35mm lens.

Again, using John Sharp's #23 cover photo as an example, note how the CP Rail in the foreground and VIA in the medium background are both sharp. John used a zoom set at 70mm, which is close to the "normal" 50mm. In addition, he was far enough away from the CP Rail locomotive to further increase the depth of field in this scene at the f/8 aperture he used.

To purposely get the out of focus effect with one of these smaller lenses, open up to f/2.8 or wider, and move in close to the foreground object while focusing on the train.

TRACKS TO SUCCESS

Thinking about Medium Format? ... by Bob Leverknight. Medium format cameras are so-named because the film size is larger than small format, i.e. 100 and 35mm, but smaller than the larger sheet films in 4x5 and 8x10 inch size. Most medium format cameras use roll film without the familiar sprocket holes, allowing for a larger image area on the film. Film to feed these cameras is available in two lengths, the first being 120, which gives, depending on the image size, either 10, 12, or 15 frames to a roll. This film size has been

RIGHT: My goal here was to show the train coming out of the canyon, while emphasizing the tight confines of that canyon. To do this, I needed my 180mm telephoto to compress the background hills into a tight formation behind the train, but because of using this lens and the limited open area I had to stand in to achieve this view, I had to shoot from a location that placed this short block signal between me and the train. Switching to a normal or wide angle lens would have allowed me to stand past the signal, but the background was not nearly as dramatic with these lenses, even though the angle of view was the same. So I composed to include the signal in the right foreground of the scene. My fairly wide aperture (f/5.6 as I recall) threw the signal a bit out of focus as I focused on the train. As explained in the text, by being out of focus the signal not only does not distract from my main subject, but adds to the overall setting by being recognized as a railroad related object, then the eye moves on back to the train. The location is the west switch at Tabernash, Colorado, with an eastbound Southern Pacific coal train out of Grand Junction bound for Denver. Nikon FM, Nikon 180mm autofocus lens on manual focus and with yellow filter to lighten the red SP nose, 1/500th at f/5.6 on a tripod; T-Max 100 pushed to ISO 200 in T-Max developer by developing at 75 degrees for 8 minutes. Photo by Gregory Monroe.

with us for a long time, dating to the turn of the century. Kodak used to make cameras for consumer use in this film up to the 1940s. Also available is 220 film that is long enough for 20, 24, or 30 frames. Care must be used when loading this film as the paper backing is not the same as the length of the film, and the film is thinner than is normally encountered. You may have already noticed that I have been kind of vague as to the total number of frames in either 120 or 220 size film. That is because, depending on the size of the negative or image, the frame count varies. Today the most popular image sizes are 6 by 4.5 centimeters, or simply 645 (this 645 is not an EMD prime mover), 6 by 6 square and 6 by 7. Respectively, these give 15 or 30 frames, 12 or 24 and 10 or 20.

Medium format can give us relatively large images when compared to 35mm, and can produce some fine images, but there are also some drawbacks to these cameras as we shall see. The first is overall cost. The cost of film and developing for medium format cameras is much greater than for that of 35 mm cameras. Additionally, not all local labs can process roll film in-house. This is especially true of your nearby minilab as they are set up to high volume 35mm automated three and a half by five inch prints.

Also, expect to shell out from one thousand to three thousand bucks for one body, depending on the maker. Then add a couple of C -notes on backs and another $300 for a metered pentaprism. Lenses are also not cheap. A good 90mm lens (equivalent to 50mm in 135) is usually in the $300 to $500 range. On the subject of lenses, most medium format lenses are very slow. This limits their depth of field to not even half the range of the comparable 35mm counterparts. A fast lens usually is in the f3 range, unless, you are willing to shell out some big bucks for a faster f/2 or f/1.5. The most commonly available lengths are 55mm, 90mm, and 150mm. The reason these are so common is that most of the users of these cameras are wedding and portrait photographers. In medium format the majority of films are for prints. This is to support, again, the portrait and wedding photographer, as their clients want 16 x 20's to hang on their walls.

Now this brings us to the next point, justification. Each photographer has different needs, and your individual style can also play a major role in the decision to move up to medium format. Most railfanning would fall into a photojournalism category as you, the shooter, have limited control over the events unfolding in front of your lens. Speed is your biggest asset, and this is why the professional press shooters went to 35's about 25 years ago. An advantage the larger formats have is that in certain situations it causes you to slow down. When the subject is a static roster shot in an engine terminal this is good, as the delay leads to an extension of the creative process, but when 4449 blasting by at 60-per the choice is obvious go with the 35mm. The other consideration in the justification process is what uses, other than railfanning will the camera be used for? Do you shoot weddings? Are you planning to go into business to help offset the high initial purchase? These are important variables to ponder prior to buying several thousand dollars worth of rather expensive gear.

Lastly, do the editors (that you will be submitting your work to) set up to do color separations from a non-standard or larger format?

You may have the feeling that I am not for medium format; I am. But let me say this: it is not for everyone. I also do commercial, portrait, and wedding photography for a living, and the larger size negatives let me present my customers something they can't get everywhere else. For the record, I use 35 mm Canons, a Mamiya 645s, and, the old standby, a Speed Graphic.

THIS ISSUE'S PHOTOS

Page 23, Bruce Burton - This partial eclipse has been brought to you by General Electric in the form of three P30CH's! Bruce's use of a telephoto enhanced the appearance of the thick black smoke pouring out of the aging GE'. This would not have looked quite so pronounced with a normal or wide angle lens. Also, his decision to shoot the northbound AUTOTRAIN going away allowed him to include the mainline signals and the switch leading to the siding in the foreground. For this photo, Bruce used a Mamiya 645 100S and a 210 mm lens with T-Max 400 printed on Kodak Polycontrast RC paper.

Page 43, Walter Olevsky - Walter certainly captured the mood of the city with this photograph... the signs, the spaghetti bowl clutter of overhead wires and this magnificent building as a backdrop all combine to create this city scene. This is much more than a record shot of a vintage PCC. This is a portrait of a streetcar in its native environment, with the car approaching in the background as an added bonus. This quality print has a tremendous tonal range and a rich look to it. The negative was produced by a Rolliflex-120 with a UV#2 filter on Plus-X at f/8 for 1/500 second.

Page 46, Tom Carter - Tom picked a great spot to capture this GO Transit train on the outskirts of Toronto. It is not only eye-catching, it is well balanced and meets the criteria for exposure and clarity. Additionally, it tells a story. GO trains are designed to alleviate congestion on the roads leading in an out of the city and give commuters the opportunity to get to and from work without having to drive their own car. The photo depicts not only the commuter train, but its reasons for being -- the city and the congested roadways!

For four days after this shot (and several other similar views), the photographer was in a hospital emergency room being treated for an adverse reaction to eight spider bites obtained while taking the pictures. But, he felt is was well worth it!

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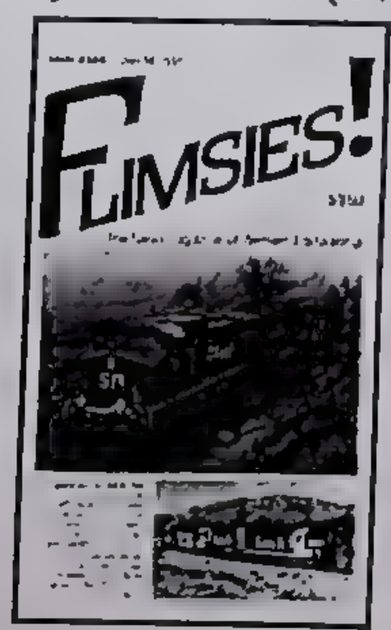

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Shooting Color by Jaime F.M. Serensits...When we go out to shoot trains, we actually capture several aspects of railroading; color, form, texture, and mood. Of these four, I find that color is one of the most dominant characteristic of train photography. Greg and I have different opinions as to what we like. Mr. Monroe is a true master at black and white photography, while I grew up with Kodachrome 64. When scouting locations, I look very hard at what my foreground and background will look like, and I try to position myself with the sun to my back. This is to avoid a "washed-out sky," and it also lights up the train very well on sunny days. Trees green with foliage can make a rich backdrop and wildflowers in the foreground can accent the bright paint of the locomotives (for example, Tim Wakeman's 2nd place photo) and/or add a splash of color to contrast a darker paint scheme. Even backing up to include full green vegetation in the foreground can serve to hide debris such ties and spike barrels that often show up during the summer trackwork season. When using color film, my goal is to fill the entire frame with bright colors.

Occasionally I forego optimal composition in exchange for optimal lighting; I figure that I can shoot from the other side later in the day when the sun swings around. I have also come across interesting scenes in which you have to face south to shoot. These get saved for a cloudy day... and black and white film. Now I'm certainly not against anyone trying to make the best of a situation, and trying to create a good photo using the elements of backlighting and/or inclement weather; in fact, I applaud them! I believe that backlighting is an effective tool for sunset and sunrise situations. As a rule, if the sky is orange, or better yet, red, I'll go for the silhouette. Once again, the entire frame is filled with color!

If I'm trackside when the clouds roll in and I'm caught without black and white film, I immediately look for a hillside or a bridge. By shooting down and eliminating the washed out sky from the photo, you can get good saturated color (Issue 24, page 29 photo by Tom Carter). In this photo, most of the frame consists of reds and greens, which were given the proper exposure because he did not have to compensate for the white sky.

In the case of this particular photo, I was aware of the motive power assigned to this particular train, and had a pretty good idea of its schedule. A scanner allowed me to keep track of its movement, and gave me plenty of advance notice to set up the shot. Being familiar with a particular line helps you plan ahead. I am very familiar with the general layout of the terrain in this region, and opted for a location where the entire train would receive good lighting, have rich carpet of green in the foreground and a railroad crossing as a prop.

In the above photo, I have followed many of my own rules for color and composition, and am pleased with the results. The brightly painted Chessie "cats" can show off their brilliant colors against the lush green vegetation in the foreground and background. The railroad crossing sign in the foreground also adds interest to the scene. The bright sun accents the vivid colors of the locomotives, and the light blue sky adds a nice touch. Technically, the photo is in focus and well-exposed.

Please remember that good color alone does not make a great photo in many cases. Composition and clarity play big roles as well, but consider what kind of role color plays next time you go out. Experiment with different lighting/compositions and see how color affects your photography. Drop us a line with your thoughts; write to Greg at P.O. Box 3736, Littleton, CO 80161-3736, and tell us how you're doing with color and what your experiences are in different situations. Good luck!

CITYSCAPES

Some of the most dynamic and interesting railroad photographs are taken in the inner city. The inner city provides a wealth of photographic opportunities for the railfan photographer who is willing to spend the time downtown to photograph the railroad activities there. Cities are the beehive of railroads, the geographic location on any map where many railroads pass through or terminate, and are also, theoretically as least, the beehive of human civilization, where civilization thrives and reaches it apex of creativity and industry. Combine the two, railroads and cities, and you have at your disposal infinite photography possibilities that will result in photographs you will always enjoy.

By "inner city" and "downtown," I mean basically the same thing: the heart of a major city. Now, in my hometown of Detroit, there are no longer any railroads running even near what may be called "downtown Detroit." All the railroads skirt the downtown district of Detroit yet most still run through what can be called the inner city or at least peripheral to downtown. These are areas of heavy industry or tall buildings or they are areas in the city backdropped by the downtown "skyline" of Detroit or surrounded by the makings of the inner city such as bridges, expressways, buildings, etc. Other cities, like Chicago, have many railroads truly traversing the downtown area. In cities like Detroit, you have to look a little harder for the downtown, inner city railroad shot, but they are there and they are just as good.

The hardest part about photographing railroads in the inner city is to get to know where the tracks are and how to get to them. Most detailed maps of a city will show all the tracks and with a little bit of work you can pretty much figure out where the basic areas of interest will be. But the best way is to just roam around the city, keeping an eye out not just for trains and tracks but the location of the tracks and of the cityscape behind and around them. A 3/4 wedge shot of a train can be taken anywhere. If you are taking railroad photographs in the city, try to let the city make the shot.

One bit of caution that I am sure we are all aware of. Most U.S. cities, mine included, have a lot of tough, dangerous sections around and it is guaranteed that the railroads go through these sections of town. If I ever feel uncomfortable about being at a spot, I leave. It is not worth the risk of getting robbed or assaulted just to take a train photograph. I also never stray very far from my car and never let a passing train isolate me from my car. Many times I find that I can take the picture from my car through an open window (driver or passenger side) and try to park my car in a way that allows this or a quick exit from the car and quick reentrance to take a shot. This avoids your attracting attention, especially when you have an expensive camera or two slung around your neck.

Another aspect of safety in inner city photography is that most locations are often devoid of people. I keep my eyes pealed and never take any chances but most of the time I am the only person around. I also do not stay at one place and linger for very long. If there are no trains after five or ten minutes, I leave and I mostly haven't even gotten out of my car.

On the other side, there are a lot of inner city or downtown locations that are safe as can be. Often times they are in busy commercial or business locations, bustling with people. Other times they are in parks or botanical gardens. The bottom line is just use common sense and do not take any chances. Appreciate the dangers and behave accordingly.

Before I cast too dark a shadow on inner city railroad photography, let me say that I have taken hundreds of photographs in an inner city setting over the last 13 or so years in many locations that most people wouldn't drive through and have only had one occasion where I didn't feel safe and left before taking a photograph. Nothing ever happened to me because I didn't give anything the chance to happen. I never took my safety for granted and never put myself in a situation that I felt unsafe in.

So, with these preliminaries in mind, how does one take great inner city railroad photographs? The first thing you have to do is find trains. Freight yards are a good place for this and most inner cities have freight yards in or near downtown. Many times these yards are major yards or terminals for railroads and thus a lot of train activity is generated from them. But how does this fit into the scheme of taking photographs depicting the inner city? Many times a downtown freight yard will have as a backdrop the downtown skyline of the city. An ordinary shot of an ordinary freight train leaving an ordinary freight yard is suddenly made extraordinary by the view of the downtown skyline in the background. A lot of time you do not even notice this as we all get so caught up in the details of the train at hand. Scope out the inner city freight yards to see if a certain angle or location will present a view of the downtown skyline when photographing a departing or arriving freight train and take you next photographs from that location.

Inner city freight yards are also the locations that generate trains that traverse through the city. Instead of planting yourself in a great location downtown and spending the entire day waiting for a train, head to the freight yards with your scanner. Here you can see when a train is being made or leaving then chase it to your desired location, being there a few moments before it arrives. Check out a few other photogenic downtown or inner city locations on the way and get shots of the train passing them too along the way. Most cities have restricted speed limits for trains that pass through them and the train chase is very easily done (except for all those darn stop lights at every city block).

Before you can do any train chasing downtown you have to not only know where the tracks are going but also how to get to them and where are the best locations for great inner city photographs. Maps are the best way. Familiarize yourself with maps of the city and where all the tracks go. Without chasing a train, follow them in your car, looking out for scenic locations to photograph. Remember how to reach these locations, where to park, when is the best light, etc. This way you avoid two things: sitting in one spot all day waiting on the chance that a train will come by and missing a lot of great locations when you finally are chasing a train through downtown.

Do not only look for locations that have a panoramic view of the downtown skyline in the background for your downtown photographs. These are great but, surprisingly, not too common. There are only a couple locations like this in Detroit where you can take a picture of a train with the entire downtown in the background. But there are many "mini-downtown" locations where you can photograph a train surrounded by tall buildings. These photographs are very impressive and much more easy to get. The only place in Detroit where the railroad tracks traverse the city is at the north side of the city in what is called the New Center Area. This area has only a couple of tall buildings including General Motors Corporation's headquarters but you can still take great downtown photographs here using what it has. It also offers a safe place to take these pictures as it is a busy business center of town. And there are many different locations available to take pictures using only the few tall buildings there as backdrops.

Often great skyline shots are found where you least expect them. The best shots of the Detroit skyline are taken in another country, Canada. Windsor, Ontario is located just across the Detroit River from Detroit and when Canadian National had a freight yard and engine house on the Detroit River in Windsor (it is now sold to the city and is becoming a park) any shot taken of a train or engine there had the entire Detroit skyline in the background. Same with the now closed carferry slips on the Detroit River of CN and CP. Make sure you are not missing this view from across a river or from a neighboring city in your town.

One way to get great skyline background is to take your photographs from an elevated

OPPOSITE: Long Island Railroad at Long Island City terminal with ex-Metra E8's and double-deckers in July of 1991, with the New York skyline as a striking backdrop. Photo by Bill Myers.

location. Cities are full of bridges and overpasses and often this elevation opens up the skyline vista for a shot that is missed at ground level. Detroit has the Ambassador Bridge that spans the Detroit River and connects Detroit with Windsor, Ontario. You can walk the bridge and I have taken great shots of the Norfolk Southern Detroit River Carferries and boat yard from the bridge with all of Detroit in the background from 100 feet up. Highway or railway overpasses are also great ways to get elevated. Sometimes traffic over these inner city overpasses is light and you can double park on them as you await your train. Other times I park off the bridge and just walk onto the bridge if it has a sidewalk for pedestrians and take my photograph. If this is unfeasible, I double park off the bridge and wait until the train is coming then, if traffic is light, drive onto the bridge, pull over, take the shot then leave. Again, this usually calls for some preplanning on your part.

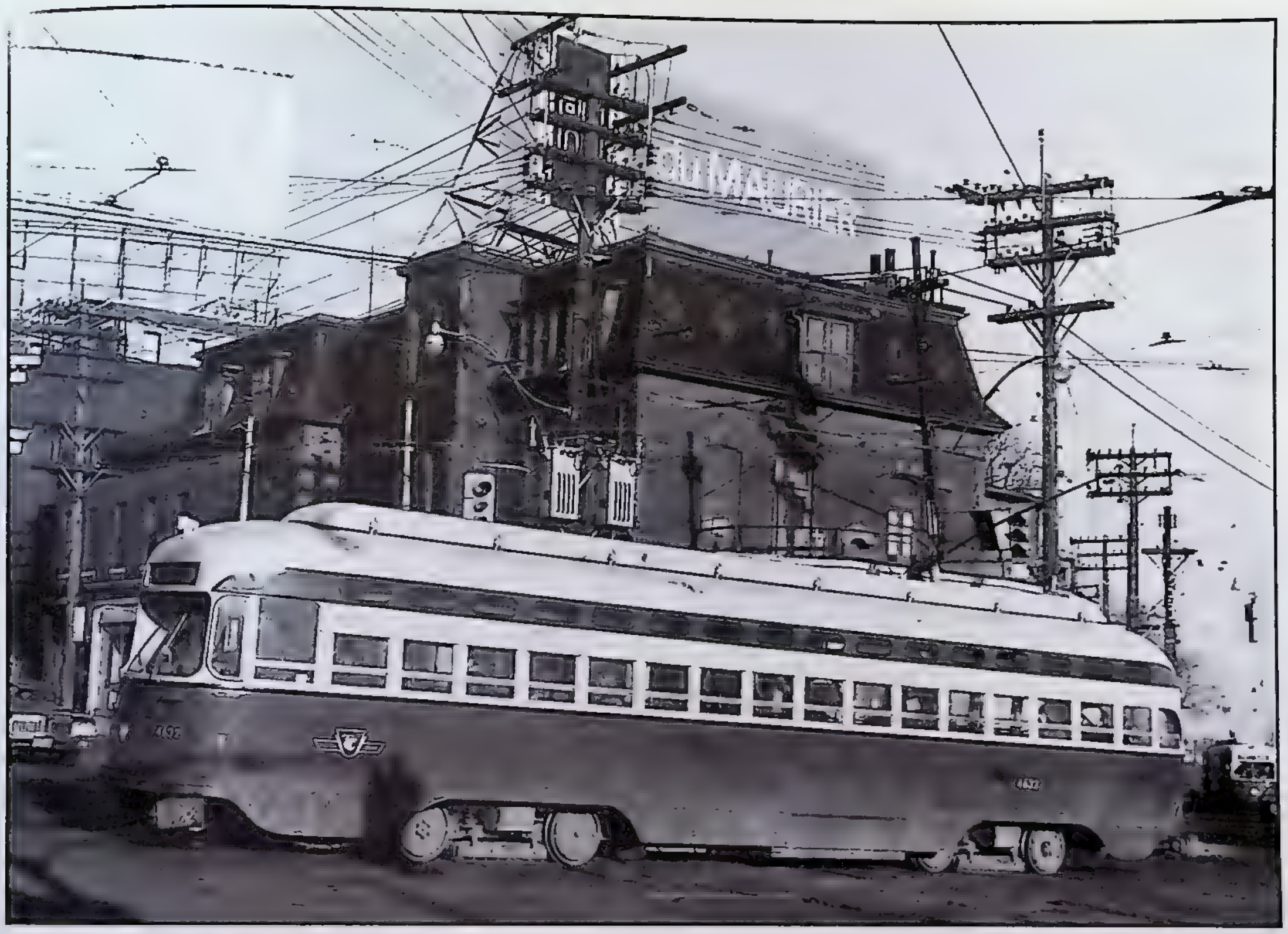
Great inner city photographs do not have to have tall skyscrapers in the photograph to make them interesting and unique. It is often the other things that make cities what they are, cement, steel, people, structures, industries, etc., that make for great inner city railroad pictures. It is also other aspects of railroading that are unique to cities that make for great railroad photographs.

I just love taking photographs from areas surrounded by cement and steel. A shot of a train snaking around the cement columns of a huge elevated inner city expressway is a unique shot and not a skyscraper has to be in sight. Also a photograph of a train traversing a sunken inner city expressway on its overpass with all the automobile traffic passing underneath is a great shot. These two types of photographs are very angular and geometric and often have a lot of contrasting lighting due to the shadows cast by the concrete structures which makes them very interesting.

Inner cities also seem to have a lot of railroad bridges and trestles spanning rivers, highways and roads or other railroads. Many of the bridges and trestles are old and unique and offer many great photographic possibilities. First and foremost, shots taken of a train passing over these bridges are always interesting. Angles taken from broadside to tight angles at the entrance and all angles in between work well. Detroit, being a port town on the Great Lakes, has a lot of railroad drawbridges spanning the various rivers ending in the Detroit River that must be raised to let passing Great Lake Freighters through. These locations make great shots with either trains or ships passing through. Most such drawbridges are also manned and if the operator is friendly can be a great source of information about train schedules. Also, a trestle or bridge is a good way to

OPPOSITE: Toronto Transportation Commission PCC at one of the best street corners in Toronto to view trolley cars. Street cars approach from four directions, but it's not a grand union. The line's main yard and barn were behind me. Toronto, Ontario, April, 1975. Rolliflex=120, Plus-X, U.V. #2 filter, 1/500 sec. at f/8. Photo by Walter Olevsky.

BELOW: Most large cities have correspondingly large passenger stations downtown and these allow for many photographic opportunities both inside and outside. This is the case even if they are now closed, like the Michigan Central Station in Detroit. The mainline to the Detroit River Tunnel passes the station and over 20 trains a day traverse these tracks, such as the one on June 1, 1979, heading for Windsor, Ontario, via the tunnel. The looming depot, though now devoid of passenger trains, still provides an impressive background for inner city railroad photographs, as seen in this shot. Olympus OM-1 , 50mm lens, Tri-X at 400 ASA. Photo by Byron C. Babbish.



get you elevated when taking a picture.

I believe common railroad structures such as bridges and tunnels allow for much more interesting railroad photographs when they are in the city than in a rural setting. Instead of a pastoral scene, a train crossing a bridge or trestle in the city often is a classic urban railroad scene and the eye is drawn to the surrounding inner city landscape in the background as much as it is drawn to the subject of the photograph, the bridge and train. Same with tunnels. Most railroad tunnel shots are taken in mountainous settings. But Detroit has a tunnel underneath the Detroit River and photographs taken there are just as majestic as in the mountains but in a different, urbane way. They call the Detroit River Tunnel the "Rocky Mountains In Reverse" because instead of the tunnel going up over something such as a mountain and the corresponding grade, it goes down underneath the Detroit River with a 2% grade coming out on the Detroit side.

Look for other unique aspects of railroading in the inner city. Detroit had, until April 30, 1994, the unique Detroit River Carferry operations across the Detroit River between Detroit and Windsor. This was a railroad operation that hadn't changed much for over a hundred years and was very much a part of railroading in the city. It also happened to be right downtown too. As mentioned, Detroit also has its railroad Detroit River Tunnel operation. It also had until recently street running railroad operations downtown and many urban branchlines that made for unique railroad photographs. And many cities have unique, shortline terminal railroads that for some reason never get their fair share of attention by railroad photographers.

Many downtowns also have union stations. The union station is always a great place to take railroad photographs. Shots of passenger trains are assumed but do not forget about the freight trains that may run past the old station. Don't be afraid to take shots from inside the train sheds or, better yet, inside the station itself. Take pictures of the people and equipment, the ticket windows and stores, the architecture both inside and outside. You never know when the old depot may be shut down like ours in Detroit or in Buffalo. Even if the old union station is shuttered and the passenger trains do not stop there any more, use the building as a backdrop for passing freight trains. The Michigan Central Station in Detroit has been closed for years but it is still standing as a monument to the past greatness of railroading in the Detroit and happens to be standing right at the entrance to the Detroit River Tunnel, which sees up to 25 trains a day passing through. There is also an overpass spanning the mouth of the tunnel so you are elevated and on one side is the tunnel with the Detroit skyline in the background and on the other side are the tracks crossing in front of the Michigan Central Station. A great inner city location to take railroad photographs that is also a very active stretch of track.

Downtown passenger train photography doesn't just mean shots of Amtrak trains either. Many cities have more than one train station in them and some may not be grand architectural structures we often think of in connection with inner city passenger trains. With all the regional transportation authorities operating commuter trains in the cities today, there are many commuter "sheds" instead of depots but these still see trains and often are located in inner city or downtown locations that are very good photography locations.

Also, commuter trains, unlike freight trains, means trains running on a known schedule. Photographing commuter trains is a good way to break oneself into inner city or downtown photography as you know when and where a train is going by and you can start scoping out the good locations to take inner city photographs of it. Many of the "meet" shots I have taken in the city are the result of wanting to take an inner city shot and taking it of a passenger train because I am assured of a train going by when I want one and being pleasantly surprised to find that a freight train is going by or is being held until the passenger train goes by and getting both trains in the photograph.

Black and white photography really comes alive in inner city railroad photography. All the contrasts of not only light and shadows

PAGE 46: GO Train #567 crosses over the Don Valley Parkway during the July 13, 1994, rush hour. Nikon F-4, 80-200mm lens set at about 125mm, 1/500 at f/2.8 with a polarizer, on Kodachrome 64. Photo by Tom Carter.

BELOW: You can never go wrong with elevation in a railroad photograph, especially for panoramic views. In Detroit we are lucky to have the Ambassador Bridge spanning the Detroit River and connecting the U.S. with Canada. Back on June 24, 1979, when the Detroit River Carferries were operating across the river between Detroit and Windsor, it provided a great location to photograph the carferry operations. Many cities have such bridges spanning rivers or other natural obstacles and these should be investigated to see if any great railroad photographs can be taken from them. These are great places to use your wide angle lens, too, to capture the entire city skyline in the photograph. Olympus OM-1, 35mm lens, Panatomic-X film at ASA 32. Photo by Byron C. Babbish.

but of the city as a whole come out in black and white photographs taken in the inner city. In many ways the city is black and white with the steel and cement, the new and shiny and the old and grimy. One doesn't get lost in the colors but sees the texture of the inner city scene with all its inherent details. Of course, color shots taken in the city are great too, but if you ever wanted to try out black and white, try it out with some city shots. I think you will be impressed with the results.

You may think with all the emphasis I have made on panoramic shots and skylines in this article the only lens to have on your camera when you take downtown or inner city railroad photographs is a wide angle lens. Not true. A wide angle lens does get a lot of use in this type of railroad photography but the rules are the same. Use the lens that works best. If you are in a tight situation and cannot get the entire panoramic view you want in the shot with a normal lens, use the wide angle. Or if the wide angle lens enhances the shot somehow, use it. I find that day in and day out my normal 50 mm lens to be the best lens to use even in the city. I often use my telephoto lens for more dramatic effects but also at times because I have to. The train may be just too far away and I need to bring it closer to get a shot. I also have found locations where, though the train is close enough, the city skyline is not, and I need a telephoto to bring the skyline into the picture otherwise it is lost in the background. Again, use the best lens for the particular shot but, when in doubt, use the 50 mm normal lens.

These are just a few ideas to get you started on photographing trains and railroads downtown and in the inner city. Cities are fascinating and photogenic locations and some great railroad photographs are taken there. Be creative and careful and you can take some truly great railroad photographs downtown.

Text by Byron C. Babbish

***ABOVE:** Chicago, Central and Pacific train #51 winds its way through Dubuque, Iowa, on a hot, hazy May 24, 1994, at two minutes to noon. The bright red geeps provide punch to spruce up this urban scene, and the gold dome also adds a nice touch. Kodachrome by Frank Novak.*

***BELOW:** Denver's skyline provides an impressive backdrop for DRGW's classic F's on the Rio Grande Zephyr in this medium format transparency by Gregory Monroe. Ektachrome, Pentax 6x7.*

GO
GO
GO

TRP'S RAILFAN PHOTOGRAPHY CONTEST

by TRP Staff

This contest has been very entertaining to judge. Some people were very conservative with their efforts, while others were outrageous! The final results reflected the entry pool, illustrating quite a wide range of techniques and effects. We thank everyone who participated, and hope to see your entries in our next contest! Congratulations to the following:

1st Place: *She's about to blow, Captain!* Looking more like a blimp or an Easter egg, I.R. Clark turned this photo of MBTA 1102 into a first place winner! Its unique composition was a real attention-getter to say the least, and very effectively illustrates the theme of "Wide-Angle." Rob calls it a whimsical look at an MBTA resting in Fitchburg, Massachusetts on Christmas Eve, 1983. He thinks an 18mm does strange things to cab units, and we agree. Rob took this with a Minolta SRT 101 with a Minolta 18mm lens, with Ektachrome 64 film.

2nd Place: Please do not look directly into this photo without sunglasses! Timothy Wakeman, of Peekskill, New York, used his wide-angle lens to incorporate a patch of bright yellow wildflowers in his shot of a Chehalis Western empty log train stopping to switch Boeing on the way back to the forests for reloading. Needless to say, the brilliant colors of the yellow flowers, yellow locomotives, and white-laced azure sky all came together for this scene at Fredrickson Jct., Washington. Tim used a Canon F-1, with a 24 mm f2.8 lens.

3rd Place: Robert Gallegos of Milwaukee, Wisconsin, won third place with Burlington Northern 7870 as it shows off at the Chicago Railway Supply Association Expo in September of 1992. This is Metra's old "Zephyr Pit" yard. Robert used a Nikon FM with a Nikkor 24mm lens at f/2.8 and Fuji Velvia film. In this photo, Robert again captured the judges' attention with the bold use of color. This shot was effective because of the bright red of the EMD's contrasting with the BN green.

Congratulations to all of our winners! The next contest has an open theme for 2-1/4 inch and larger transparencies and color prints only, and postmark deadline is September 15th. Please provide full caption information for your slides -- our deadlines don't allow us time to write and request more information!

WIN CAMERAS, LENSES, FILM!!!

Any and all readers are eligible to enter each contest. The contests for 1995 will include: 35mm slides only, and larger format transparencies and color prints only. The rules are fairly simple, and are devised to facilitate efficient judging and safe handling of your photos: Entries in the 35mm contests must be 35mm slides (or medium format transparencies if they will fit into this size mount) in standard 2X2" cardboard or plastic mounts (no glass mounts), to facilitate viewing by projector. We are no longer requiring contest slides be submitted in 20-slot plastic pages, but if possible this should be done for their protection. The larger format transparency/color print contest is open only to color prints (no negatives) and medium format or larger transparencies. Color prints must be 8X10" or 8X12" only, with a glossy, semi-matte or similar surface that is not textured. All entries must be accompanied by a stamped, self addressed envelope (SSAE) of the proper size for the safe return of your photos. Photos for two or more contests can be sent together, but include a separate SSAE for each contest group. You may enter each contest, but please limit entries to five photos per contest. All entries MUST have photographer's name and address typed or printed legibly on EACH photo (on slide mount, on a label on rear of print, etc.). Photos which have been published in TRP previously are ineligible, but photos published in other magazines, even winners from other contests, are eligible. All entries will be judged by TRP publishers and editors or others we may designate, and all decisions are final. Please include information about yourself and your contest entries. Although all due care will be taken while the photos are in the possession of TRP, TRP can assume no responsibility for the safe return of photos, nor for any damage occurred in the mail. The contest deadline is determined by the postmark on the submission envelope. ***Note: In 1996, look for our *new* contests with increased cash prizes!!

PRIZES:

1st place - a lens, winder, or any other piece of photo equipment, or combination of equipment of your choice with a maximum retail of $250.00;
2nd place - 10 rolls, or a 25-count pack of 4X5 sheets, of your favorite film;
3rd place - 5 rolls of 35mm or medium format film.

CONTEST SCHEDULE:

Our next contest is for Issue #27 (Nov./Dec.), "OPEN" (any railroad subject matter), limited to 2 1/4 and larger transparencies, and color prints, deadline - September 15, 1995.

Mark your envelope CONTEST and mail to 1150 Carlisle St., Suite 444, Hanover, PA 17331.

**** Please note: The submission guidelines for contests are different from editorial submission guidelines. ****

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___TRP-CAPS (ALL CLOTH – ADJUSTABLE) $7.50

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___VIGNETTES ERIE LACKAWANNA 1 .....60 min. $30
___VIGNETTES ERIE LACKAWANNA 2 .....60 min. $30
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___VIGNETTES MISSOURI PACIFIC.....53 min. $30
___VIGNETTES B&O VOL. 1 .....56 min. $35
___VIGNETTES C&O VOL. 1 .....54 min. $35
___GRAND TRUNK WESTERN 1.....120 min. $35
___GRAND TRUNK WESTERN 2.....120 min. $35
___CONRAIL'S BEGINNING .....100 min. $30
___PANHANDLE - VOLUME 1 .....60 min. $30
___PANHANDLE - VOLUME 2 .....60 min. $30
___PANHANDLE - VOLUME 3 .....60 min. $30
___PANHANDLE - VOLS. 1-2-3 SET .....180 min. $75

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The Vintage Generation

Edited by Kel Aiken

These listings are provided only as a starting point for the fan in his or her search for these rare locomotives. Locations shown are for cities or towns shown on state maps nearest to home terminal or location where the locomotive operates. However, locomotives maybe anywhere on the system. All listings are as accurate as reasonably possible at the time of publication, but with the almost constantly changing status of these locomotives, verification of their availability should always be confirmed before planning a visit. Locomotives, especially on museum and tourist lines, may be temporarily stored or operate only on certain occasions, and some plant and probably military operations as well as privately owned locomotives may not be accessible for photos. Please feel free to send additions or corrections. *Denotes a new or updated listing since last issue. ***Denotes a special rare class or style of engine within the particular type (such as ALCO FA/PA, EMD BL-2's, etc).

OPERATING PLYMOUTHS

ALABAMA		
ALABAMA POWER	GADSDEN	PLYM ?
ARIZONA		
ARIZONA RR MUS	CHANDLER	PLYM 30tn:gas
RALSTON PURINA	FLAGSTAFF	PLYM 30tn
ARKANSAS		
3 M	LITTLE ROCK	PLYM ?
BAMES LUMBER	HELENA	PLYM ?
CON AGRA	BATESVILLE	PLYM ?
FORT SMITH TROLLEY MUS	FORT SMITH	PLYM 8tn
GREAT LAKES CARBON	OZARK	PLYM ?
LITTLE ROCK TERMINAL	LITTLE ROCK	PLYM 23tn
MIDSTATE	BUTTERFIELD	PLYM ?
QUINCY SOYBEAN	HELENA	PLYM 25tn
CALIFORNIA		
BAY AREA RAPID TRANSIT	SAN PABLO	PLYM 10tn
BAY AREA RAPID TRANSIT	SAN PABLO	PLYM 50tn
CARGILL	FRENCH CAMP	PLYM ?
CARGILL SALT	NEWARK	PLYM ?
CERTAINTEED FIBERGLASS	CHOWCHILLA	PLYM JDT
CONTINENTAL GRAIN	STOCKTON	PLYM 23tn
EL DORADO COUNTY MUSEUM	PLACERVILLE	PLYM ?
LEVIN RICHMOND TERMINAL	RICHMOND	PLYM 25tn
MITSUBISHI CEMENT	LUCERNE VALLEY	PLYM 40tn
NV COUNTY NARROW GAUGE	NEVADA CITY	PLYM 6tn
NILES CANYON	SUNOL	PLYM ?
RMC LONESTAR INDUSTRIES	MARINA	PLYM 30tn
ROARING CAMP & BIG TREES	FELTON	PLYM ?
SILVER BEND TREE FARM	CLARKSBURG	PLYM 25tn
WESTINGHOUSE	SUNNYVALE	PLYM 23tn
COLORADO		
COLORADO RAILROAD MUS	GOLDEN	PLYM 8tn
MARTIN MARIETTA	LYONS	PLYM 20tn
RAILROAD BUILDERS	ENGLEWOOD	PLYM 35tn
SOUTHERN SAN LUIS VALLEY	BLANCA	PLYM 20tn
DELAWARE		
DEL MAR POWER & LIGHT	MILLSBORO	PLYM 20tn
DELAWARE COAST LINE	MILTON	PLYM 40tn
FLORIDA		
BORDON	PINEY POINT	PLYM 40tn
BORDON CHEMICALS	BREWSTER	PLYM TMDT
C F INDUSTRIES	FT GREEN SPG	PLYM 45tn
C G WILLIS	JACKSONVILLE	PLYM 25tn
DAVID J JOSEPH	BALDWIN	PLYM 40tn
FLORIDA MINING & MATERIALS	PENSECOLA	PLYM 25tn
FLORIDA POWER & LIGHT	AVON	PLYM 25tn
LONE STAR INDUSTRIES	MEDLEY	PLYM 25tn
MOBIL OIL	NICHOLS	PLYM 45tn
NARANJA ROCK	NARANJA	PLYM 8tn
REICHOLD CHEMICALS	TELOGIA	PLYM 10tn
REICHOLD CHEMICALS	TELOGIA	PLYM 20tn
ROYSTER PHOSPHATE	TAMPA	PLYM 20tn
SMITH DOUGLAS PHOSPHATES	PLANT CITY	PLYM 35tn
SOUTHEASTERN SPECIALTIES	JACKSONVILLE	PLYM 35tn
TIMBER INDUSTRY RESOURCES	TELOGIA	PLYM ?
GEORGIA		
DAWES SILICA MINING	THOMASVILLE	PLYM 6tn
J M HUBER	WRENS	PLYM 15tn
JOHNSON RAILWAY SERVICES	CORNELIA	PLYM ?
MEDUSA PORTLAND CEMENT	CLINCHFIELD	PLYM 25tn
NATIONAL GYPSUM	GARDEN CITY	PLYM 35tn
WESTINGHOUSE AIR BRAKE	TOCCOA	PLYM 40tn
HAWAII		
LAHAINA KAANAPALI & PAC.	LAHAINA	PLYM 30tn
IOWA		
CARGILL	BEAVER	PLYM 30tn
CONTINENTAL GRAIN	DUBUQUE	PLYM ?
CONTINENTAL GRAIN	MUSCATINE	PLYM 45tn
D & I	SIOUX CITY	PLYM ?
FARMERS CO-OP	LAKOTA	PLYM 40tn
KOENIG GRAVEL	WAVERLY	PLYM 35tn
MID IOWA CO-OP	BAYARD	PLYM 35tn
MIDWEST CENTRAL	MT PLEASANT	PLYM 25tn
MIDWEST ELECTRIC	MT PLEASANT	PLYM 35tn
MIDWEST POWER	LAKE MANAWA	PLYM 45tn
MIDWEST POWER:CBEC RWY	COUNCIL BLUFF	PLYM 45tn
WEST CENTRAL CO-OP	JEFFERSON	PLYM 45tn
WEST CENTRAL CO-OP	JORDAN	PLYM 45tn
WEST CENTRAL CO-OP	RALSTON	PLYM 45tn
ILLINOIS		
CENTRAL SOYA	GIBSON CITY	PLYM 25tn
D B M	DIXON	PLYM 20tn
FED. ENAMEL STAMPING CO	CHICAGO	PLYM 30tn
GREEN RIVER DEVELOPMENT	DIXON	PLYM 40tn
KANSAS GAS & ELECTRIC	QUINCY	PLYM 35tn
QUINCY SOYBEAN	QUINCY	PLYM 20tn
QUINCY SOYBEAN	QUINCY	PLYM 40tn
REICHERT MILLING	FREEBURG	PLYM ML8
SILVER CREEK & STEPHENSON	FREEPORT	PLYM 12tn
INDIANA		
ADM	FRANKFORT	PLYM 45tn
EMPORIA GRAIN	EMPORIA	PLYM 30tn
FRENCH LICK W. BADEN & SOU.	FRENCH LICK	PLYM 25tn
INDIANA TRANSPORT. MUS.	NOBLESVILLE	PLYM ?
WHITEWATER VALLEY	CONNERSVILLE	PLYM 32tn
KANSAS		
PORTLAND FLOUR MILLS	PORTLAND	PLYM ML06
KENTUCKY		
KOPPERS	GUTHRIE	PLYM 35tn
MOREHEAD & NORTH FORK	CLEARFORD	PLYM ?
RIVERWAY	LOUISVILLE	PLYM 40tn
LOUISIANA		
GULF SOUTH RAILCAR	GEORGETOWN	PLYM 25tn
I M C	HOUMA	PLYM 50tn
MASONITE	CROSBY	PLYM 25tn
N. ORL. SEWERAGE & WATER	NEW ORLEANS	PLYM 12tn
N. ORL. SEWERAGE & WATER	NEW ORLEANS	PLYM 16tn
MASSACHUSETTS		
CRANBERRY BELT	SOUTH CARVER	PLYM 15tn
MBTA	BOSTON	PLYM CR8
MARYLAND		
BALTIMORE MASS TRANSIT	BALTIMORE	PLYM 60tn
RIVER CITY CONSTRUCTION	BALTIMORE	PLYM ?
WALKERSVILLE SOUTHERN	WALKERSVILLE	PLYM 18tn
MICHIGAN		
ANDERSON HARTUNG ELEV.	ALBION	PLYM 35tn
BLUEWATER RAILWAY SOC.	SAGINAW	PLYM ?
H. FORD MUS & GREENFIELD	DEARBORN	PLYM 14tn
HUCKLEBERRY	FLINT	PLYM 12tn

LITTLE RIVER	COLDWATER	PLYM 20tn
MITCHELL CORP	CADILLAC	PLYM DCL
PACKAGING CO. OF AMERICA	FILER CITY	PLYM 45tn
SOUTHERN MICHIGAN	CLINTON	PLYM 35tn
MANUFACTURER'S SERVICE	MELVINDALE	PLYM 35tn
MINNESOTA		
FARMER'S CO-OP	FLORENCE	PLYM ?
MISSOURI		
CITY OF ST LOUIS - WATER DIV	ST LOUIS	PLYM 30tn
CONTINENTAL GRAIN	KANSAS CITY	PLYM 35tn
MISSOURI FARMER'S ASSOC	MEXICO	PLYM 50tn
NEBRASKA		
ASARCO	OMAHA	PLYM 10tn
NEVADA		
NEVADA STATE RR MUSEUM	CARSON CITY	PLYM 8tn
RAMADA INN	LAUGHLIN	PLYM ?
NEW JERSEY		
JERSEY CENTRAL PWR & LIGHT	PHILLPSBURG	PLYM 35tn
KERR GLASS CO	MILLVILLE	PLYM 45tn
NJ MUS OF TRANSPORTATION	FARMINGDALE	PLYM 12tn
NY&SW TECH & HIS SOC	NEWF'NDLAND	PLYM 17tn
WEST JERSEY	SALEM	PLYM ?
NEW YORK		
DERBY TANK CO	EKRON	PLYM ?
FREEDMAN'S SCRAP	GREEN ISLAND	PLYM 25tn
NYSTATE ELECTRIC & GAS	BAINBRIDGE	PLYM 50tn
NY STATE ELECTRIC & GAS	BINGINGHAM	PLYM 25tn
NORTH CAROLINA		
HANDY DANDY	DENTON	PLYM 18tn
LIBBY OWENS FORD GLASS	LAURINBURG	PLYM 35tn
VULCAN MATERIALS	ENKA	PLYM 35tn
NORTH DAKOTA		
ADM	WAHALLA	PLYM 35tn
OHIO		
BLANCHARD VALLEY FARMERS	FINDLEY	PLYM 35tn
CENTRAL SOYA	MARION	PLYM 25tn
DUPPS	GERMANTOWN	PLYM JLB 16tn
GREAT MIAMI & SCIOTO	HAMDEN	PLYM ?
KUHLMAN BULK MATERIAL	TOLEDO	PLYM 20tn
LAKE ERIE RAILCAR	NEW LONDON	PLYM 8tn
LARRY'S TRUCK ELEC SERVICE	McDONALDVILLE	PLYM ?
LUNKENHEIMER VALVE	CINCINNATI	PLYM ?
MARTIN MARIETTA	WOODVILLE	PLYM 65tn
NATIONAL LIME & STONE	BUCYRUS	PLYM 20tn
PLYMOUTH LOCO WORKS	PLYMOUTH	PLYM 40tn
SUNRISE GRAIN	CLARKSFIELD	PLYM 30tn
THE ANDERSON	MAUMEE	PLYM 25tn
THE ANDERSON	MAUMEE	PLYM 35tn
THE ANDERSON	TOLEDO	PLYM 18tn
THE ANDERSON	WHITE PIGEON	PLYM ?
WALTON GRAIN	U. SANDUSKY	PLYM 50tn
WYANDOT DOLOMITE	CAREY	PLYM 35tn
OKLAHOMA		
WILGROW FERTILIZERS	PRYOR	PLYM ?
OREGON		
SUMPTER VALLEY	SUMPTER	PLYM 10tn
PENNSYLVANIA		
AMERICAN INDUSTRIES	SHARON	PLYM B79
AMHERST INDUSTRIES	LANDISVILLE	PLYM 25tn
APOLLO FABRICATES	APOLLO	PLYM MDT
ARMOUR MANUFACTURING	NEW CASTLE	PLYM 30tn
BETHLEHEM STEEL	BETHLEHEM	PLYM 50tn
CHARLES BLUESTONE SCRAP	ELIZABETH	PLYM JDT 16tn
GRELLO BROTHERS	TARENTUM	PLYM 12tn
HEPPENSTALL STEEL	PITTSBURGH	PLYM 10tn
HILLMAN BARGE	BROWNSVILLE	PLYM 8tn
J F CASEY	FOX CHAPEL	PLYM 20tn
KOPPERS	GLEN MILLS	PLYM 20tn
KOPPERS	GLEN MILLS	PLYM 40tn
KOVALCHICK SALVAGE	INDIANA	PLYM 5tn
LTV STEEL	ALIQUIPPA	PLYM 60tn
NEW COLUMBIA JOIST	NEW COLUMBIA	PLYM 35tn
PA POWER & LIGHT	COLUMBIA	PLYM ?
STEWARTSTOWN	STEWARTSTOWN	PLYM 35tn
STRASBURG	STRASBURG	PLYM 10tn
STRASBURG	STRASBURG	PLYM 20tn
TELEDYNE VASCO	MONACA	PLYM DL
TELEDYNE VASCO	MONACA	PLYM DLMT
TELEDYNE VASCO	MONACA	PLYM FLB
U S BUREAU OF MINES	PITTSBURGH	PLYM 6tn
WESTINGHOUSE	PITTSBURGH	PLYM 16tn
WESTINGHOUSE	PITTSBURGH	PLYM 40tn
WESTINGHOUSE	PITTSBURGH	PLYM DBT
SOUTH CAROLINA		
DIXIE CLAY	BATH	PLYM 4tn
GEORGIA PACIFIC	RUSSELLVILLE	PLYM 45tn

LEFT: Maryland's MTA (Mass Transit Administration) has a 60-ton sky blue and white Plymouth switcher, #801. It is shown sitting at Camden Yards at Baltimore, Maryland, in February 1994. Maryland's light rail system is part of the MTA. During the extreme icy conditions we had in Maryland in January and February of 1994, the MTA had a problem with a light rail car getting stuck on a bridge. That's why this Plymouth was at Camden, just in case any others would get stuck. Note couplers. Steve Panopoulos photo.

LEFT: When I first saw this Plymouth 25-tonner at Freedman Scrap in Green Island, New York (Albany area), I immediately thought of the phrase that Jerry Pinkepank used in his Diesel Spotter's Guide, "Not likely to be confused with anything else." Photo by Bill McBride.

GIANT PORTLAND CEMENT	HARLEYVILLE	PLYM 25tn
LONE STAR INDUSTRIES	BLAIR	PLYM 16tn
LONE STAR INDUSTRIES	BLAIR	PLYM 25tn
LONE STAR INDUSTRIES	BLAIR	PLYM 30tn
MONSANTO TEXTILES	GREENWOOD	PLYM 12tn
PALMETTO BRICK & TILE	SUMTER	PLYM 10tn
PALMETTO BRICK & TILE	WALLACE	PLYM 10tn
WINNSBORO BLUE GRANITE	RION	PLYM 35tn
TENNESSEE		
TENNESSEE CENTRAL MUSEUM	NASHVILLE	PLYM ?
W G BUSH BRICK	NASHVILLE	PLYM 18tn
TEXAS		
HARVEST QUEEN ELEVATOR	PLAINVIEW	PLYM 35tn
LUFKIN METALS	LUFKIN	PLYM 25tn
SOU'WESTERN ELEC. POWER	AVINGER	PLYM 35tn
TX TRANSPORTATION MUSEUM	SAN ANTONIO	PLYM 12tn
TX TRANSPORTATION MUSEUM	SAN ANTONIO	PLYM 14tn
VULCAN MATERIALS	BLEWETT	PLYM 15tn
VULCAN MATERIALS	BROWNWOOD	PLYM 35tn
VERMONT		
ROCK OF AGES	GRANITEVILLE	PLYM 18tn
VIRGINIA		
CARGILL	NORFOLK	PLYM 44tn
EPPINGER & RUSSELL CREOSO.	CHESAPEAKE	PLYM 12tn
EPPINGER & RUSSELL CREOSO.	CHESAPEAKE	PLYM 14tn
JONES THOMPKINS WRIGHT	SOUTH HILL	PLYM 10tn
LONE STAR INDUSTRIES	ROANOKE	PLYM 50tn
LYNCHBURG FOUNDRY	RADFORD	PLYM 5tn
ROCK TENN	LYNCHBURG	PLYM 35tn
WASHINGTON		
COASTAL TRANSPORT	SEATTLE	PLYM 35tn
LAKE WHATCOM	WICKERSHAM	PLYM ?
PURDY	SEATTLE	PLYM 10tn
YAKIMA ELECTRIC RY MUS	YAKIMA	PLYM ?
WEST VIRGINIA		
AMERICAN CAR & FOUNDRY	HUNTINGTON	PLYM 10tn
WISCONSIN		
CONSOL. PAPER	WISC. RAPIDS	PLYM40tn
CRANE MFG.& SERVICE	CUDHAY	PLYM 20tn
GEO J MEYER MAN. & SER	CUDHAY	PLYM 9tn
MILW. CNTY SEWERAGE COMM	MILWAUKEE	PLYM 35tn
RAHR MALTING	MANITOWOC	PLYM 20tn
WISCONSIN RIVER POWER	NECEDAH	PLYM 12tn
CANADA		
ALBERTA		
STAY SALES	EAST COUPLE	PLYM ?
BRITISH COLUMBIA		
B COLUMBIA FOREST MUSEUM	DUNCAN: VI	PLYM 10tn:gas
PIONEER GRAIN	N VANCOUVER	PLYM 45tn
MANITOBA		
CANADA CEMENT LaFARGE	WINNIPEG	PLYM ?
MANITOBA HYDRO	LIMESTONE	PLYM TMDT
PORTS CANADA	CHURCHILL	PLYM ?
NEWFOUNDLAND		
NEWFOUNDLAND HARDWOODS	CLARENVILLE	PLYM 30tn
ONTARIO		
A E WICKS	ISLAND FALLS	PLYM ?
BABCOCK & WILCOX	CAMBRIDGE	PLYM 40tn
DOMINION MINES & QUARRIES	LIT. CURRENT	PLYM 10tn
DOMINION MINES & QUARRIES	LIT. CURRENT	PLYM ?
FIELD LUMBER	FIELD	PLYM ?
IVACO	L'ORIGNAL	PLYM ?
RICHARDSON TERMINAL	THUNDER BAY	PLYM 40tn
QUEBEC		
LAMARCHE	BRISTOL LES MI	PLYM 30tn

Thanks to the following contributors: P. Smukla (AR); Ben Kerr (CA); R. Myers (FL); J. Hansel (IL); W. Ross(KY); David Santos (MA); Byron Babbish, H. Leighton, T. Wilson (MI); S. Burton (NJ); D. Coppula, John Mech (NY); Chuck Snow (TN).

HELP!!

TRP needs your help! Please send in any error corrections or additions you may know about. We need information on ALCO's, Baldwins, E&F's Fairbanks-Morse, 23 & 25 ton GE's, GP30's, Lima-Hamiltons, Plymouths, Whitcombs, and any other rare or unusual diesel or gas powered locomotives. Please send only current and verified info, and only on operating locomotives or those temporarily stored, not on locomotives retired from use or on display.

Please send information to: Kel Aiken, PO Box 2309, Lake Tahoe, NV 89449, or fax 702-588-1924.

VINTAGE

All classified listings here are completely FREE of charge. Trade/sell/buy slides and railroadiana, and share or locate information on good railfanning locations. Clubs and Railfan groups can advertise upcoming events. One ad per subscription. There are only two requirements to place a free ad: (1) You must be a TRP subscriber; and (2) please limit classified ad to 50 words, and display ads must be all black & white, camera ready, and measure 2 3/8" wide by 1 inch deep. Display Ads may also be submitted on an IBM PC disk in the .TIF or .PCX format. You may change your ad for each issue, and **HIGHLIGHTING** is free. Please type or print legibly - check your ad carefully - we are not responsible for typographical errors! Send to 1150 Carlisle Street, #444, Hanover, PA 17331.

TRADING CORNER

SLIDES & PHOTOS

FOR TRADE

KODACHROME SLIDES FOR TRADE: Have SP, AT&SF, UP and California Shortlines and Industrials. Interested in trading for slides of CNW, KCS, WC, MRL, Guilford, FEC, ARR, CP, CN, BCR, FCP, NdeM. Robert Tinkham, 356 S. Earlham St., Orange, CA 92669.

ORIGINAL 35mm action and roster slides for trade. Extensive selection for CSX,MARC, Amtrak; also some Alaska and Vermont. Interested in non-NE action, coal operations. SSAE for list. Bill Lang, Box 228, Point of Rocks, MD 21777 (301-874-2774).

SLIDE TRADERS: I have eastern PA and NJ dupe slides to trade including: Strasburg RR, New Hope & Ivyland RR, Black River & Western RR. All shots 1991-92 scenes with steam engines pulling tourist trains. Need all areas of the country. I am a new collector. Tom Byrne, 889 E. Maple Drive, Southampton, PA 18966. (215)953-9279.

The INDUSTRIAL LOCOMOTIVE ARCHIVES is soliciting and will trade information and/or slides of industrial locomotives. The Industrial Locomotive Archives, 19 Amalfi Dr., Cortlandt Manor, NY 10566.

ORIGINAL CHROMES from my collection for sale. Nationwide coverage. 30 slides my choice for $5.00 post paid. Norman Schultze, 13307 Cassia Way, San Antonio, TX 78232.

MEDIUM / LARGE FORMAT B&W NEGATIVES. Getting back into trading after a 15 year absence. Original locomotive roster shots, many have since been retired. Negative sizes range form 6x7 cm to 4x5 in. Looking for high quality traders with similar material. Gary Stuebben, 3437 Indale Road, Ft. Worth, TX 76116.

WILL TRADE 35mm Kodachromes and B&W negs. Also 6x9 B&W negs., mostly roster, my area 1970, to present. Also have some 116 and 122 B&W steam negs. 1930 to 1950, to trade for like material. 44 years experience. Tom Wilson, 710 Woodcrest Dr., Appleton, WI 54915. 414-731-1747.76116.

LOOKING FOR quality original Kodachrome slides of Bangor and Aroostook action and roster in the red/gray/black paint scheme. I have original Kodachrome BN and MRL action and roster from Wyoming and Montana to trade. Kirk Petty, P.O. Box 423, Ranchester, WY 82839.

SLIDE TRADERS: I'm looking for high-quality well-lit original Kodachrome scenic action shots, regardless of road or location. Have lots of BN action from Nebraska and other western locations to trade. Jim Gilley, 1300 G St. #304W, Lincoln, NE 68508-3771 (gilley@helios.unl.edu)

ORIGINAL SHORTLINE & BIG POWER INDUSTRIAL Kodachromes wanted. Good quality roster views from shortlines (both pre 1970 and post 1982 eras) and industrial (with owner lettering and 600hp or higher rating) especially pre 1975. Will trade or purchase. Dick Vartabedian, 5470 Chanto Drive, Clarkston, MI 48346.

Wanted for trade: Quality Kodachromes of UP, BN, CNW, KCS, D&RGW, and NS, action and roster. Have quality Kodachromes of AT&SF, SP, SJNR, and Sierra RR steam action and roster. Tom Richardson, 1408 N. Central Ave. #18, Avondale, AZ 85323-1344 (602)932-5027.

ORIGINAL KODACHROME 35mm action and roster slides for trade. Class One, Regionals, Shortlines, Traction and foreign available. Also will sell 36 originals for $10.00, my choice, no list, no returns. Rodney H. Peterson, 601 Squires Rd, Baltimore, MD 21286; (410) 821-8824.

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FOR SALE

BUY, SELL, TRADE: I have original Kodak slides for sale on approval or trade from PA, OH, Canada, NY, IL, etc. I prefer western roads for trade. Frank Novak, 8466 Chatham Rd., Medina, OH 44256.

SLIDES: Quality contemporary Kodachromes. Roster shots, action views, towers, stations, rolling stock. Also original oldies from the 60's and 70's, and fallen flag dupes. List and sample for $1.00; mention TRP for bonus sample slide. Alan Tillotson, 526 N. Central Ave., Ramsey, NJ 07446-1049.

FOR SALE: KODACHROME SLIDES. Lots of ATSF, BN, CNW, DM&E, LMX, SOO and UP action views from 1985 to date. Roster shots from over 50 Class 1's, shortlines and industrials. Send LSSAE for latest list. BEE, 5601 St. Bridget Rd, S.E., Rochester, MN 55904-8402.

ORIGINAL KODACHROME SLIDES for sale. Many from 1970's and early 1980's. 15 of my choice for $10, or 40 of my choice for $25. Fallen flags and old diesels included. Robert Farkas, PO Box 6718, Canal Fulton, OH 44614.

HIGH QUALITY DUPES. We offer high quality slides for 50 cents each. Lots of fallen flags and hard to get shots. PBM Slides, 19 Amalfi Dr., Peekskill, NY 10566.

RAILROAD AND TRACTION KODACHROME SLIDES sent on approval. Roster and action views. Photos from Conrail, SP ATSF, UP and various shortlines in stock. Large selection of traction photos available from Sacramento, San Jose, San Francisco, Los Angeles, San Diego and Boston. David Warner, 9701 Stoneham Terrace, Bethesda, MD 20817.

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ORIGINAL KODACHROME SLIDES FOR SALE on approval. Douglas Courtney, 5 Melody Dr., Halifax, NS B3M 1P8 Canada.

For Sale - **ORIGINAL KODACHROME SLIDES.** Conrail, CSX, B&P, new rolling stock, many others, roster & action views. $1 for list, J. Olmstead, RD2 Box 147A, New Florence, PA 15944.

SLIDE SETS: Illinois and Indiana Action. Professional Duplication. 5 slides/$3.00, 20 different sets. Many extinct models/paint schemes: BN E's & Tiger Stripes; IC org/wht & gry/org; Mopac Bluebirds and more! Send $1.00 and LSASE for list and sample to: David Fasules, 7849 N. Long Ave., Skokie, IL 60077-2717.

FOR SALE - Color Slides of most RRs. Large selection of diesel, electric, steam, plus freight, and passenger cars, cabooses. New & old, roster & action. See before you buy. List for SSAE. Wallin's Approval Slides, Box 1784, Springfield, IL 62705.

ORIGINAL KODACHROME SLIDES FOR SALE -Large selection of AMT, ATSF, BN, CR, DRGW, and SP, lesser amounts of other roads. Shots mostly sunny day action, all originals. Send LSSAE to TTA, 4507 Rocky Mountain Drive, Castle Rock, CO 80104.

ORIGINAL KODACHROME SLIDES. Over 200 railroads. Roster and action. Send $2.00 for roster list and sample slide. J.M. Seidl, 1811-17th Avenue, Menominee, MI 49858.

Houghtons RailImages

P.O. Box 152 - Bolton, MA 01740

3x5 Color Prints Of U.S. & Canadian RR's. Over 2200+ Prints.

$5.00 For List & Sample

Make checks payable to: Kenneth E. Houghton

NEGATIVES & PRINTS

AMTRAK X-2000! 3 VIEWS, CUSTOM VIDEO ANALYZED 8x10 COLOR PRINTS of X-2000 in Metroliner Service in the Philadelphia area. Train was on loan from the Swedish State Railways for a limited time. 3 Views for only $20.00 Stan Feldman, 3317 Brighton St., Philadelphia, PA 19149.

FULL COLOR PHOTOGRAPHS OF RECENT EVENTS IN S. CALIF. Including the 3985, Amtrak Genesis Series, and other up to date subjects. Two convenient sizes to choose from: 8X10's just $8.95 and 20X30's just $18.00 postage paid. Send for current list. Sam Pottinger's STEEL RAILS WEST, PO Box 59117, Norwalk, CA 90652-0117. Ph. or Fax 310-864-3530.

NEGATIVE COLLECTORS & PRINT DEALERS: I have thousands of negatives in sizes from 2 1/4 square to 4x5. Diesel, steam, traction, cabooses, depots, MofW, freight and passenger equipment from Class Ones, shortlines and industrials. Approval info: send LSSA to RFM, P.O.Box 19929, Jacksonville, FL 32245-9929.

B&W DIESEL PHOTOS printed from medium format negatives. GTW, CR, UP, CNW, MP, KCS, BN, CSXT, WC, etc. 5x7 $2 each + postage; 8X10 $3 each + postage. Please state you interests, no list. Thomas Bowers, PO Box 395, Marcellus, MI 49067.

3x5 Prints & Negatives. Quality roster and action views. Major RR's, shortlines, and ships. Trades also considered. Send $1.00 for list and sample. State interests. Franz VonRiedel, 5852 N. Shore Dr., Duluth, MN 55804. (218) 525-4088.

LARGE NEGATIVE COLLECTION being sold in lots. CA steam/diesel, Pacific NW, Colo, misc. traction; most taken 1946-62. SSAE to Fred Matthews, 1940 Third Ave #407, San Diego, CA 92101.

WANTED

WHITE PASS & YUKON ROUTE B&W and color slides and prints, slides preferred. Provide description and price. Rodger Vizbar, 119 Stapeford Cres. S.E., Medicine Hat, AB, T1B 3Y8, Canada.

SOO LINE ROSTER PHOTOS. 3x5 prints preferred, but slides, etc. are fine. Diesels and cabooses - especially ex-MILW equipment and other rarities. Franz VonRiedel, 5852 N. Shore Dr., Duluth, MN 55804. (218) 525-4088.

RAILROADIANA

ART

HISTORIC WESTERN NORTH CAROLINA RAILROAD DRAWING: 16" x 20" print from original pencil drawing of Round Knob Hotel, Andrews Geyser, and S-curve at Old Fort, NC, around the turn of the century. Only $12.95 postpaid. Send check or M.O. to: Noland Suddeth, PO Box 470286, Charlotte, NC 28247

BOOKS & MAGAZINES

"GETTING THE MOST OUT OF YOUR SCANNER" is a 62 page booklet written especially for railfans. Maximize reception and performance. Understand railroad radio systems, scanners, and antennas. Buying at flea markets. Use TV antennas to improve reception. **LOTS MORE!** $6.00 postpaid. Vincent Reh, 6417 Freeman, Byron, NY 14422.

FOR SALE: Send SASE for list R-0495 of rail books, magazines and memorabilia and/or list P-0495 for list of photo publications and equipment Large SASE for both. Stan Blevins, P.O. Box 93777, Lubbock, TX 79493-3777.

LARGE LIST OF RAILROAD/RAILFAN PUBLICATIONS FOR SALE. Send $1.00 and LSASE to Joseph M. Bak, Jr., 637 Crandell Lane, Schaumburg, IL 60193-3104; (708) 894-4907.

BACK ISSUES MOST RAILROAD MAGAZINES. Send SSAE for current listing or send your wish list. Fill your want list today. DIAMOND FUN SHOPPE, 125 E. Boulder, Colorado Springs, CO 80903.

WESTERN MARYLAND RAILWAY'S MAINLINE TO THE MOUNTAINS --A 52 page B&W softcover with 65 photographs depicting the 1983-93 transition from the WM/Chessie to Maryland Midland through Thurmont, MD. $8.00 each, $2.50 S&H, (MD residents add .40 tax) from Mainline To the Mountains, P.O. Box 233, Thurmont, MD 21788-0233.

THE BALTIMORE AND OHIO IN THE CIVIL WAR by Festus Summers, reprint of the 1939 edition with new introduction and photograph section, 360 pages, maps, photographs, notes, bibliography, index, color dust jacket, hardbound. Please send $33.50 to SCMB, 915 Fairview Ave. (TRP), Gettysburg, PA 17325 (717)337-1728.

WANTED: Railroads of Mexico, Vol 2 (Franco), RR Ferries on the Hudson (Baxter), Rayonier (Howell North Pub), Weyerhauser (Howell North Pub), Great Yellow Fleet (White). State condition. Dick Vartabedian, 5470 Chanto Drive, Clarkston, MI 48346.

CALENDARS

FOR SALE: Georgia Northeastern Railroad 1995 full color poster-size calendar plus timetable #1 both for $8.00 post paid in tube. Dick Hillman, 4029 Ashmont Ct., Marietta, GA 30062.

More Trading Corner

CAMERA EQUIPMENT

1 - **Automatic Rolleiflex** with Zeiss-Opton 75mm f/3.5 lens, like new. 1 - Rolleiflex SL35ME with Planar 50mm f/1.8 lens, like new. 1 - Rollei 35S with Sonar 2.8/40 lens like new. 1 - Rollei XF 35 with Sonar f/2.3/40 lens, like new. **BEST OFFER!!!!!** A. Stensvad, 811 Third St., North Platte, NE 69101-4215. Phone 1-308-532-6782.

WANTED: Pentax AA battery grip FB for a Pentax SF1n. Two needed. Please contact Mark C. Worall, K-158 6749 S. Westnedge, Portage MI 49007.

FOR SALE: Canon EF 80-200mm f2.8L autofocus zoom lens. Recognized as the best autofocus zoom lens ever made, and a great lens for railroad photography. (You could do all your action shooting with this lens alone). This one's in mint condition, complete with box, warranty cards, leather case and strap, tripod collar, both lens caps and lens hood. Asking $925. (New retail cost today: $1200). David R. Busse, 21343 Cold Spring Lane, Suite 500, Diamond Bar, CA 91765-3443. Phone (909) 861-9482 after 7p.m. PDT.

WANTED Boxes of flashbulbs, both #5B and #25B. John Sharp, 3211 N. Ramada Circle, Mesa, AZ 85215. (602) 807-1207.

FOR SALE: Pentax Spotmatic F with Takumar 55mm 1.8 lens (clean, but needs repair). Takumar 135mm 3.5 screw mount lens like new. Pentax screw mount extension tube set like new. Best offer. A.J. Gruhler, 119 Pleasantville Rd, Pleasantville, NY 10570. (914) 769-4651.

COLLECTIBLES

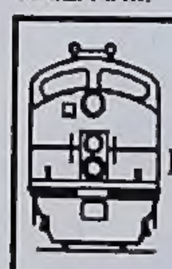
RAILROAD POSTCARDS: A selection of 50 Railway Postcards From Western Europe Including: England, Germany, Spain, etc. For $10.00 Post Paid. We also offer 50 Airliner or 50 Ship Postcards For The Same Price. Mary Jayne's; 1905 Dressler Drive; Dept. RP; Covington, Virginia 24426.

FORMER RAILFAN SELLING COLLECTION. Books, mags, videos, paper items, jewelry items & bound Trains. Send 50¢ stamp(s) to Mike, 7927 Lansdale Rd., Baltimore, MD 21224.

WANTED: RAILROADIANA: Timetables, technical manuals, post cards, brochures, menus, stocks, etc.; TRACTION - materials, & TOY TRAIN collections. Russell Colegrove, 820 Russell Ave., Suffield, CT 06078. (203) 668-7033.

COMPUTER IMAGES

Railfan Images for IBM PC's: Original color photography scanned into various file formats, Windows Wallpapers (BMP), PCX, GIFF, TIFF, JPEG, EPS. **Custom scanning:** from color or b/w 3x5 prints. SASE for more info to Michael G. Rushton, 166 Brader Drive, Wilkes-Barre, PA 18705. A MUST FOR THE '90's RAILFAN!!!



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RR Images On IBM & Compatible Disks In The .PCX Format. 200+ Images. $15.00 Specify 5-1/4 or 3.5 Disks.

Make checks payable to: Kenneth E. Houghton

NEWSLETTERS

"MILWEST" is an organization of modelers, historians, former employees and others who share an interest in the former **MILWAUKEE ROAD's** "Lines West" west of Mobridge, South Dakota. Our quarterly newsletter, **"MILWEST DISPATCH,"** has a photo insert along with articles of interest on the operations of the former "Lines West". Annual meet. Dues are $10 per calendar year. MILWEST, Ron Hamilton - Secretary, 3191 SW Yew Ave, Dept TRP, Redmond, Oregon 97756.

THE EAGLE is a quarterly publication of the **MISSOURI PACIFIC HISTORICAL SOCIETY.** It covers the history, locomotives, rolling stock and facilities of the Missouri Pacific Railroad, Texas & Pacific Rwy, Chicago & Eastern Illinois Rwy and their subsidiaries. Included with the four Eagles in your membership is a calendar and annual meeting. Dues are $15.00 per calendar year. Send your membership to: **Bill Herbert - Secretary, MoPac Historical Society, Dept. TRP, PO Box 187, Addis, LA 70710.**

CONRAIL TECHNICAL SOCIETY: Railfans, employees and modelers, join CRTS and keep up to date on Conrail operations. Membership includes the bi-monthly CRTS *Journal* (an informative magazine packed with photos, news and features), a bi-annual Society business newsletter, the ability to attend the Annual Convention and discounts on Society products (including the popular, all-color Calendar). Regular membership is $22.00 per year. For a membership information packet, write Conrail Technical Society, Dept. TRP, P.O. Box 7140, Garden City, NY 11530-7140.

ATTENTION DIXIE RAILFANS - Keep up with railfan activity and railroad news east of the Mississippi and south of the Mason-Dixon line. Subscribe to Southeastern Rail News. $15.00/year for 12 issues. Write to : Ron Mele, 4080 Mountain View Drive, Pinson, AL 35126.

The Grand Trunk Western Historical Society publishes the Semaphore, a quarterly newsletter with a magazine type format. Dedicated to the history, current news, motive power and rolling stock of the GTW, DT&I, D&TSL, and all other component roads. Annual meeting. Dues are $12 per 4 issues. GTWHS, P.O. Box 611, Keego Harbor, MI 48320-1205.

NORFOLK & WESTERN HISTORICAL SOCIETY: Six newsletters per year (photos and articles). Annual dues $17.00 ($30.00 overseas by air). PO Box 201, Forest, Virginia 24551-0201.

The Bridge Line Historical Society is THE group for **DELAWARE & HUDSON RR** as well as other area rail news. Our BULLETIN is published monthly and averages 36 pages full of historical, modeling, and current rail news and retrospectives. Dues are $15 per calendar year (dues halved after June 15). For information, write: BLHS, Box 7242, Capitol Station, Albany, NY 12224.

CONRAIL HISTORICAL SOCIETY INC.: A new organization offering monthly newsletter and quarterly meetings. Full coverage of CR and its predecessors. Annual dues $25. Sample newsletter $2, postpaid. CRHSI, Box 38, Walnutport, PA 18088-0038.

THE B&O RR HISTORICAL SOCIETY: Members may participate in field trips, research projects, equipment restoration and Annual Conference with facility tours, workshops, photo shows,& displays. Membership also includes bi-monthly newsletter "Sentinel" & other periodic publications.Regular yearly dues $20. For more info, write: B&ORRHS, P.O. Box 13578, Baltimore, MD 21203-3578.

SCANNERS

REGENCY HX 1000 Scanner in very good condition, with case, charger and book - $550. John LaGesse, 1009 Lorna Lane, Newton, KS 67114 (316) 283-6204.

SWITCH KEYS AND LOCKS

WANTED: Any railroad marked switch keys, locks or lanterns needed by beginning collector. Please write with full description and price. I answer all mail. Tom Byrne, 889 E. Maple Drive, Southampton, PA 18966. 215-953-9279.

TIMETABLES

WANTED: CNW system timetables #1,4,5,6,7,8. Also suburban timetables, new or used. K.J. Larson, 846 Circle Ave, Forest Park, IL 60130.

FOR TRADE: Current timetables from New Hope & Ivyland RR, SEPTA, Metro North, New Jersey Transit and Strasburg RR available for trade for current timetables from your local railroads. Tom Byrne, 889 E. Maple Drive, Southampton, PA 18966.

VIDEOS

UNION PACIFIC's AFTON CANYON and SW DESERT SHORTLINES: Location by location see this canyon up close and personal, and then visit the Copper Basin RR, Magma Arizona RR, and the San Manuel Arizona RR. Then go to California to the narrow gauge US Gypsum RR. 2 hrs. **MODERN DIESEL POWER AND SANTA FE 3751.** Shot in Cajon Pass, Tehachapi, near Ludlow, CA, and UP's Cima Hill and Kelso, CA 2 hrs. **NORTHWEST FORWARDER:** Taken in 1987 in Oregon, Washington, and BC. Visit the Columbia River, East Scenic in Stevens Pass, Thompson & Fraser River Canyons. 2 hrs. SSAE FOR MORE INFO. **JUST $24 EACH** plus $3 S&H. Steel Rails West, PO Box 59117, Norwalk, CA 90652. CA add 8 1/4 % tax.

MODEL EXCHANGE

MODEL EQUIPMENT WANTED

HO GAUGE! AHM RIVAROSSI CHALLENGER 3985 new, used, unwanted or for parts, running or not - reasonable. Bowser **BIG BOY** new, used kit or assembled with detail kit - describe. **AHM RIVAROSSI E UNITS** running or not. **ATLAS, STEWART,** shells or units running or not. WRITE: Frank Konopka, 2615 Barton Ave., Apt. 1, Schenectady, NY 12306.

HO SCALE ORIENTAL LIMITED Np NCL Water Baggage #400, Mail Dormitory #425, 56 Seat Coach #500, and Sleeper #366. Without skirts and unpainted. Kirk Petty, P.O. Box 423, Ranchester, WY 82839.

HO SCALE Tenshoda Great Northern "Shorty" passenger cars in the orange and black Empire Builder paint scheme. I need 2) coaches #424 and 2) Vista Domes #428. Kirk Petty, P.O. Box 423, Ranchester, WY 82839.

MODEL EQUIPMENT FOR SALE

Full Line Model Hobby & Train Shop. HO & N our specialty! **OREGON TRAIL HOBBIES,** 1437 10th Street, Gering, NE. (308) 436-5151.

FOR SALE: Custom painted HO equipment and much more. We buy, sell & trade HO trains. Musser Hobbies, 526 Penn Ave, Sinking Spring, PA 19608. Phone/Fax (610) 678-7552.

LIONEL-MARX-AMERICAN FLYER: Big assortment of locos, cars, accessories, etc. For list send $2.00 for each brand. Refundable with each order. Money back guarantee. Top Hat Hobbies, 126 North Fifth Street, Quincy, IL 62301.

PROMO SCALE 1:50 BANK BUSES. Over 100 different company buses (Eagle - MCI - RTS) available from throughout the U.S. including Amtrak Thruway buses - Send $2.00 for catalog (refundable with order) to Royal Coach, 911 Colony Dr. Dept T, Mechanicsburg, PA 17055.

WHERE TO GO

RAILFAN GUIDES

HELP WANTED. THE RAILFAN DIRECTORY is planned to be a listing of railfans willing to provide information to fans visiting their area. Railhams include call & repeater info. Free listing. Contributors can purchase copy at discounted price. Send to Gordon Mooneyhan, P.O. Box 2328, Myrtle Beach, SC 29578-2328.

CAJON, TEHACHAPI, LOS ANGELES, UP's AFTON CANYON guides/maps. Visit these spots first hand and see the wonder of railroading up close and personal. Detailed instructions to locations and much more. $11.95 each. Steel Rails West, PO Box 59117, Norwalk, CA 90652. CA add 8 1/4% tax.

VIDEO RAIL GUIDES

CAJON PASS: With more than a dozen specials and 20 meets, this tape will show you all of the action! Laid out in the same Manner as the Railfan guide above. 2 Hours. Save $4 - purchase tape and guide for only $36, or video only for $29. Steel Rails West, PO Box 59117, Norwalk, CA 90652.

UP's AFTON CANYON & DESERT SHORT LINES: A video tour to Afton Canyon, Mojave Desert and other desert shortlines with Alcos, Baldwins, etc. 117 minutes. Guide listed above with tape $31, or tape only $26. Steel Rails West, PO Box 59117, Norwalk, CA 90652.

INFORMATION EXCHANGE

NEW JERSEY:
Railfans who need info on the New Hope & Ivyland, Black River and Western, Strasburg, or Northeast corridor Amtrak and New Jersey Transit trains are welcome to contact Tom Byrne, 889 E. Maple Drive, Southampton, PA 18966. 215-953-9279.

MIDWEST:
I would like information on railfanning locations, preferably non-urban areas, in the Midwest. Other nationwide locations also welcome. Contact Bruce Schwierske, 1775 Linnerud Drive, Sun Prairie, WI 53590-3615.

COLORADO, UTAH, NEW MEXICO:
Railfans who like to correspond with railfan/photographer in NG & other RR. We are interested in locations in this area starting in Denver. Thanking you in advance, William S. Bialas, Jr., 1443 Ashland, Des Plaines, IL 60016. Have recorder: 708-296-3546.

EVENTS & OPERATIONS of RAILFAN INTEREST

SEPTEMBER 16 & 17, 1995 Ashland, WI. Northern Wisconsin & Upper Michigan color tour/rare mileage excursions over Wisconsin Central freight only trackage. Sept. 16 - Ashland, WI to Park Falls, WI and return. Sept. 17 - Ashland, WI to Thomaston, MI and return. For information send a LSSAE to D.S.S.& A. Div Soo Line Hist. Soc., Box 950, 522 Chapple Ave., Ashland, WI 54806. 1-800-284-9484.

Central Pennsylvania Middle Division N-trak Open House, July 29th, Bellefonte Middle School during Bicentennial Auto Show. Free. Bellefonte Historical Railroad R.D.C. operates same day. Info: Bob Ginter 814-355-4131.

STEAM OPERATIONS

Wilmington & Western RR Trains departing Greenbank Station (Rt. 41, just North of Rt. 2 four miles SW of Wilmington). Call or write the WWRR for a complete 1995 timetable, PO Box 5787, Wilmington, DE 19808. (302) 998-1930.

STEAM TRIP: 6 mile round trip under steam with 0-6-0T or 0-4-0, as well as special events. Fares $4 per day per adult, $2 per child. Wanamaker, Kempton & Southern Railroad, PO Box 24, Kempton, PA 19529. Phone (215) 756-6469.

CNW BOOK FOR SALE!!!

Trainwatcher's Guide to the C&NW is a must for any CNW fan. It contains detailed maps, train information and complete station listings. Great for railfans interested in shooting anywhere on the system! $14.00 includes priority post shipping.

Dana Grefe
P.O. Box 595
501 Trail Ridge Road
Grimes, IA 50011

2ND PLACE: **TIMOTHY WAKEMAN**, PEEKSKILL, NEW YORK

3RD PLACE: **ROBERT GALLEGOS**, MILWAUKEE, WISCONSIN